

Bound by Knights Chickster.

C. H. H. Hutchinson

C. H. Hutchinson.

From N. d. 1855.

S = Simplon Route
C = Montenis

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Rh 196



70/1144

THE
PASS OF THE SIMPLON.



Drawn by W. Brockedon.

Engraved by Edw. Finden.

ENTRANCE TO THE GREAT GALLERY NEAR GONDO.

Printed by M. G. S. Co.

London, November 1829, Published for the Proprietor, by Rodwell, Bond Street.

Rh 196, a



Drawn by W. Brockedon.

London, Nov. 1829. Published for the Proprietor, by Rodwell, Bond Street.

Engraved by R. Brandard.

THE BERNOISE ALPS FROM THE SIMPLON.

Printed by Chatfield.



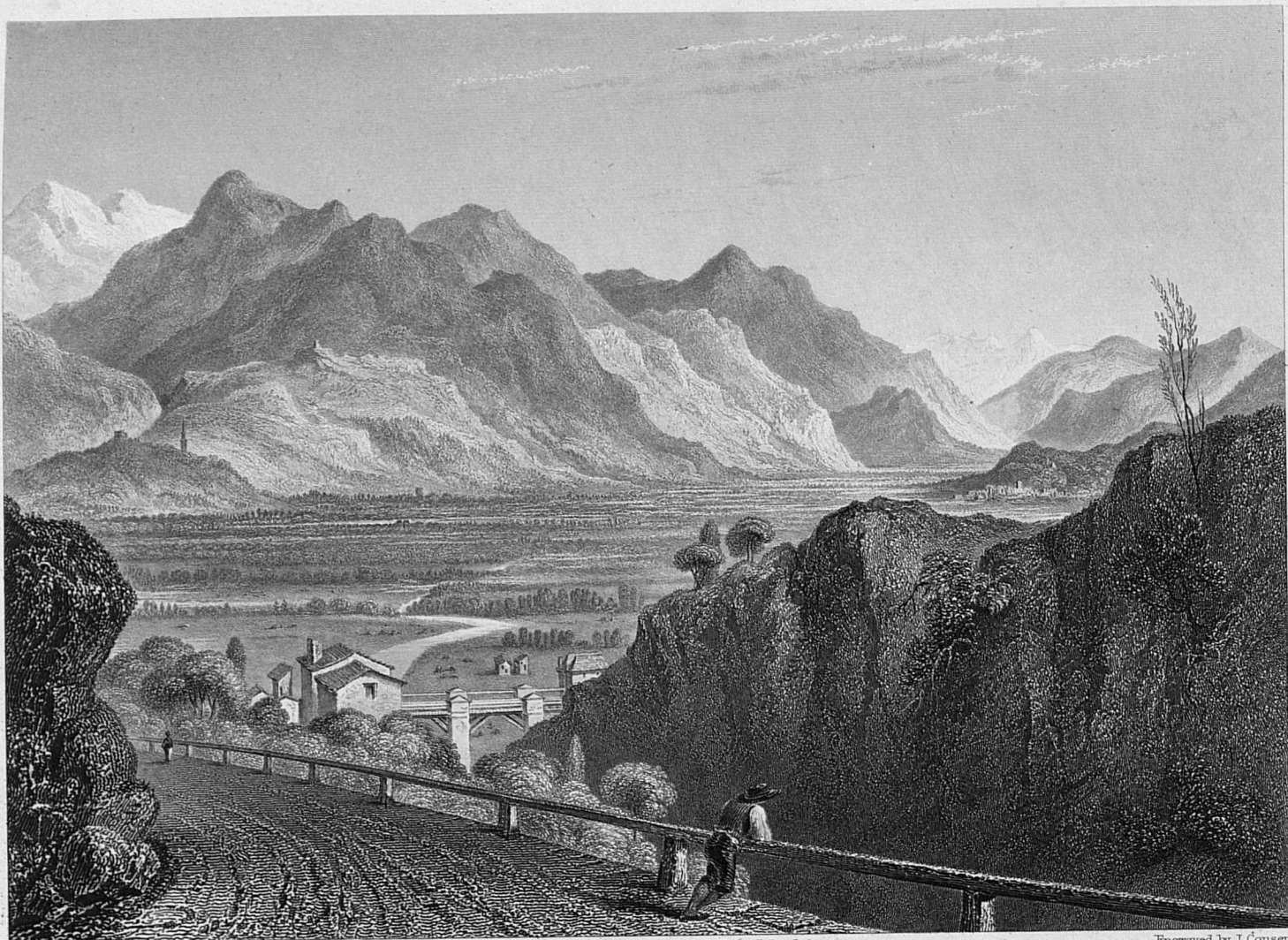
Drawn by W. Brockedon.

London, Nov. 1829. Published for the Proprietor by Rodwell, Bond Street.

Engraved by S. Rawle.

DEFILE OF THE DOVEDRO NEAR CONDO.

Printed by M^o Quare.



Drawn by W. Brockedon.

London, Nov. 1829. Published for the Proprietor, by Rodwell, Bond Street.

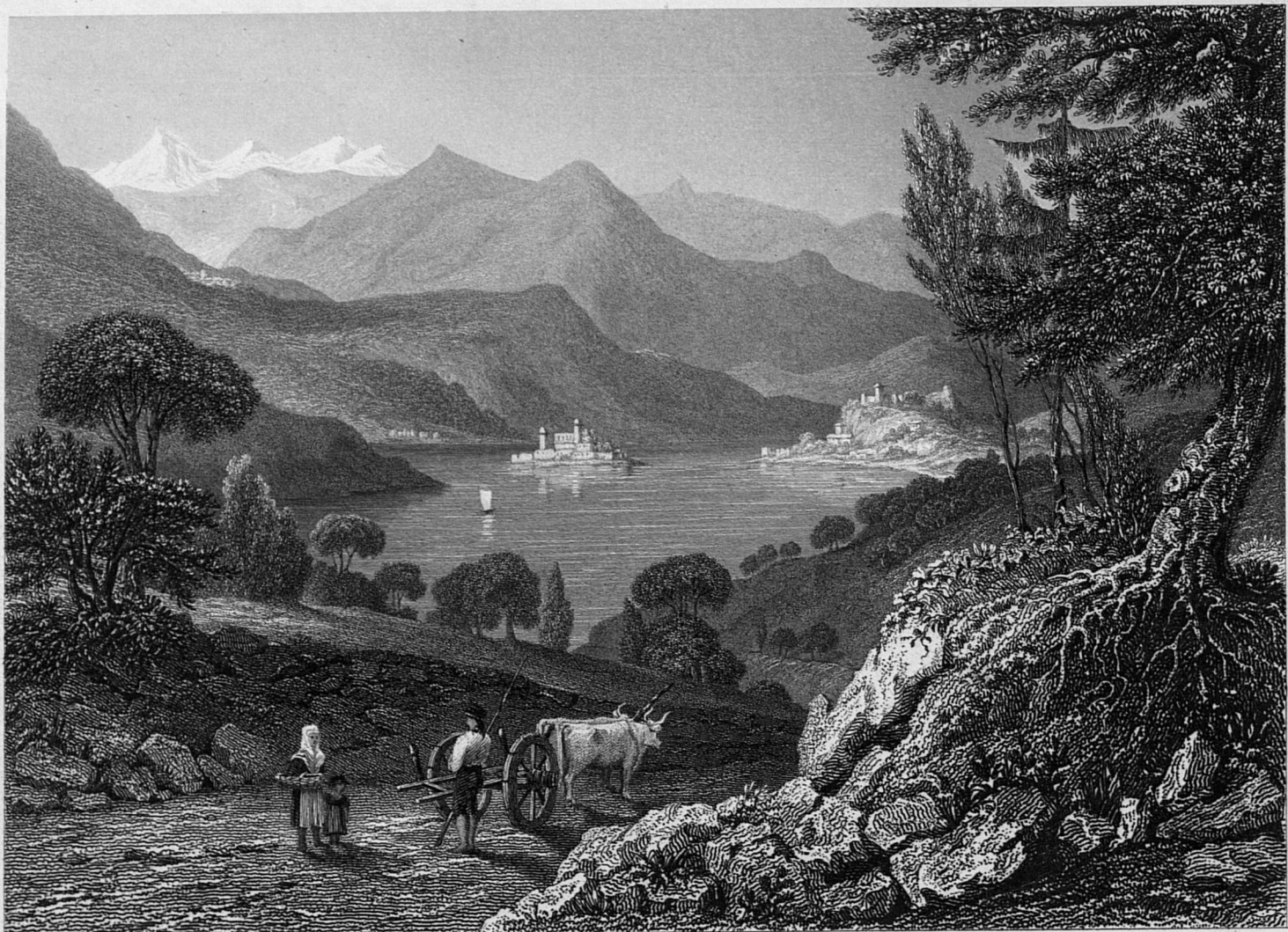
Engraved by J. Cousen.

VAL D'OSSOLA FROM THE DEFILE OF THE DOVEDRO.

Printed by Chatfield.



111



Drawn by W. Brockedon.

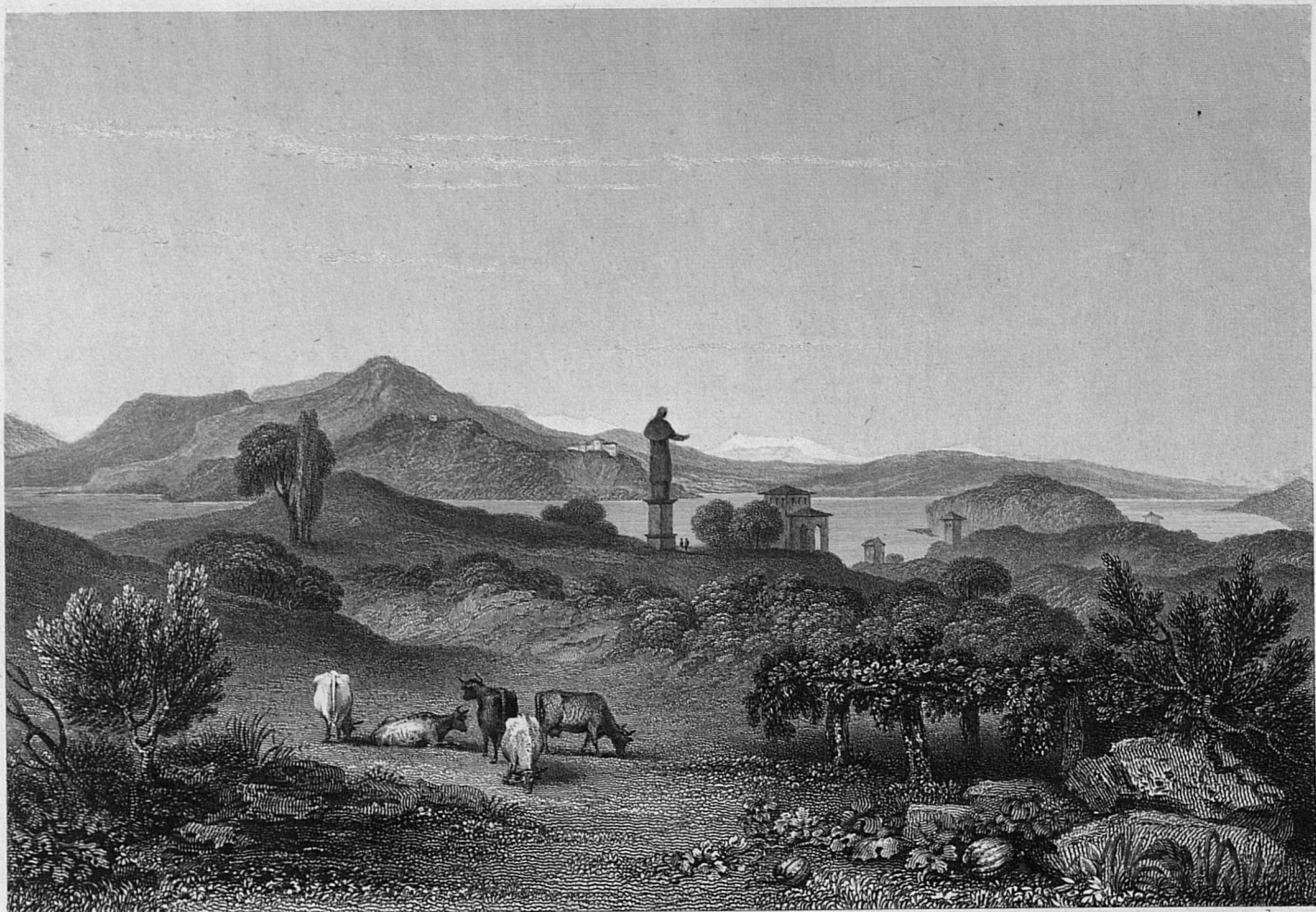
London, Nov. 1829, Published for the Proprietor, by Rodwell, Bond Street.

Engraved by J. T. Willmore.

THE LAKE OF ORTA.

Printed by S. H. Hawkins.

11



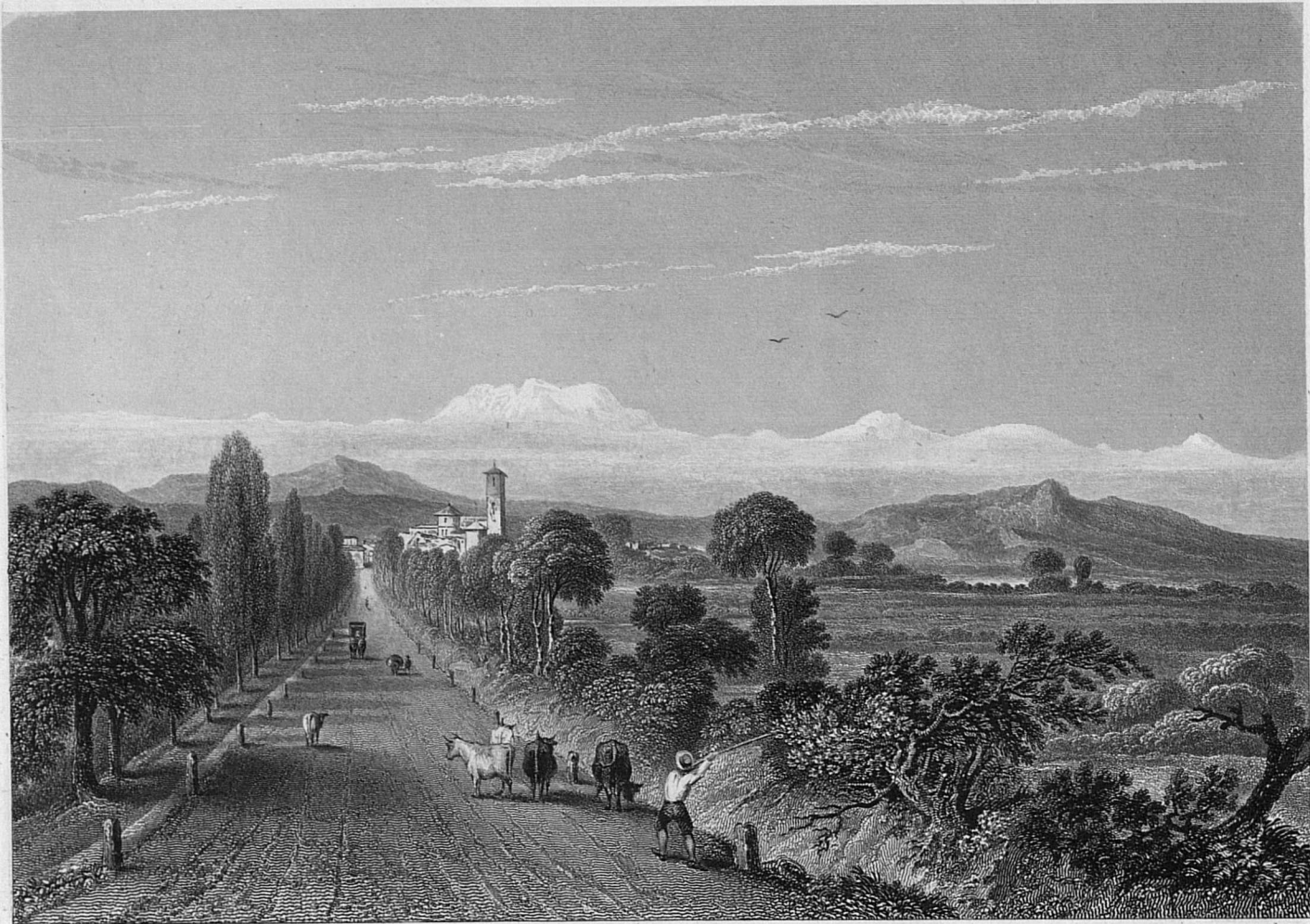
Drawn by W Brockedon.

London Nov 1829 Published for the Proprietor by Rodwell Bond Street.

Engraved by E^t Finden.

LAGO MAGGIORE.

Printed by M^r Quarr.



Drawn by W. Brockedon.

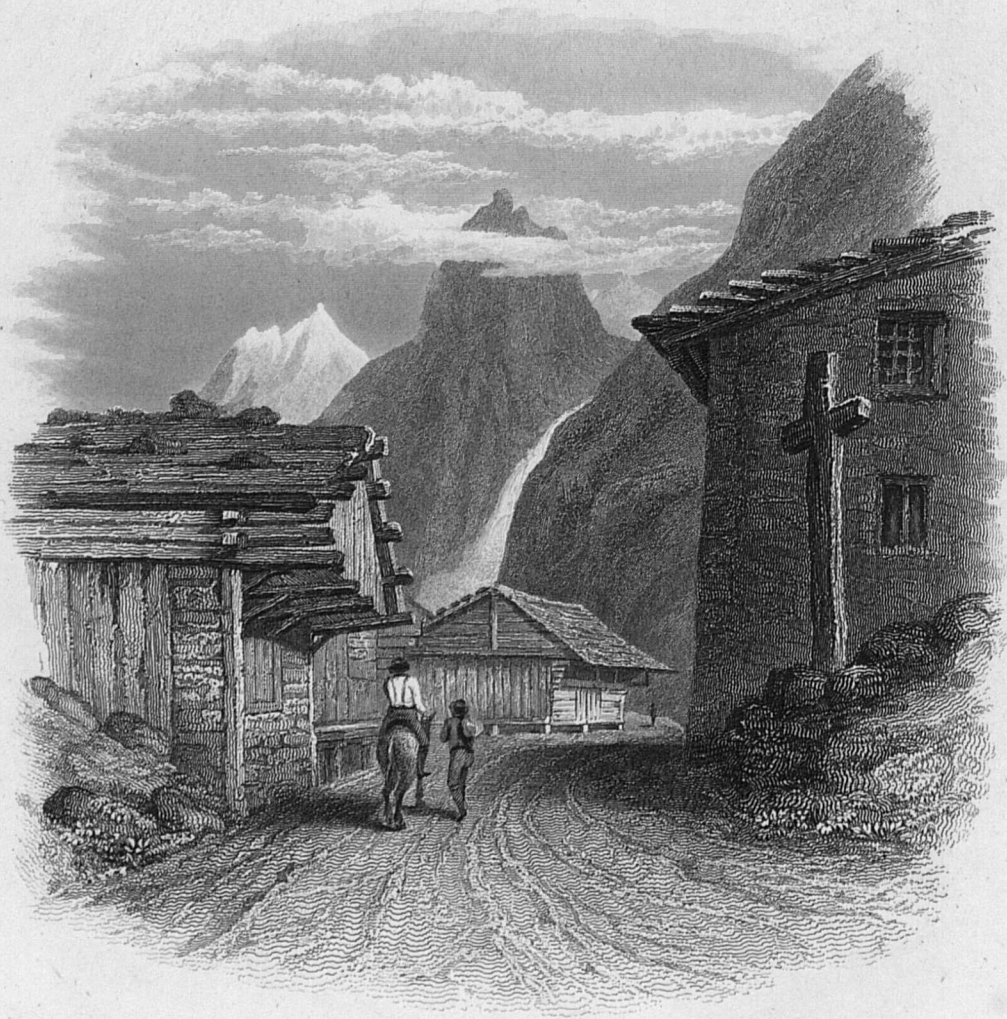
London, Nov. 1812. Published for the Proprietor by Rodwell, Broad Street.

Engraved by E. Finden.

MONTE ROSA AND THE ALPS FROM THE STRADA SEMPIONE NEAR SOMMA.

Printed by W. Green.

11



Drawn by W. Brockedon.

Engraved by Edw. Finden.

THE PISSE-VACHE.
 FROM THE VILLAGE OF MURVILLE.

h. 3.

Printed by J. G. Cox.

ROUTE
FROM
LYONS TO TURIN.
BY THE
PASS OF THE MONT CENIS.



Drawn by W. Brockwell.

Engraved by Edw. Haden.

THE LAKE & PLAIN OF MONT CENIS.

London, Aug. 1827. Published for the Proprietor by Rodwell, Bond Street.

Printed by J. G. Cox.

Rh 196.6



Drawn by W. Brockedon.

London, Aug. 1827. Published for the Proprietor by Robinson, Bond Street —

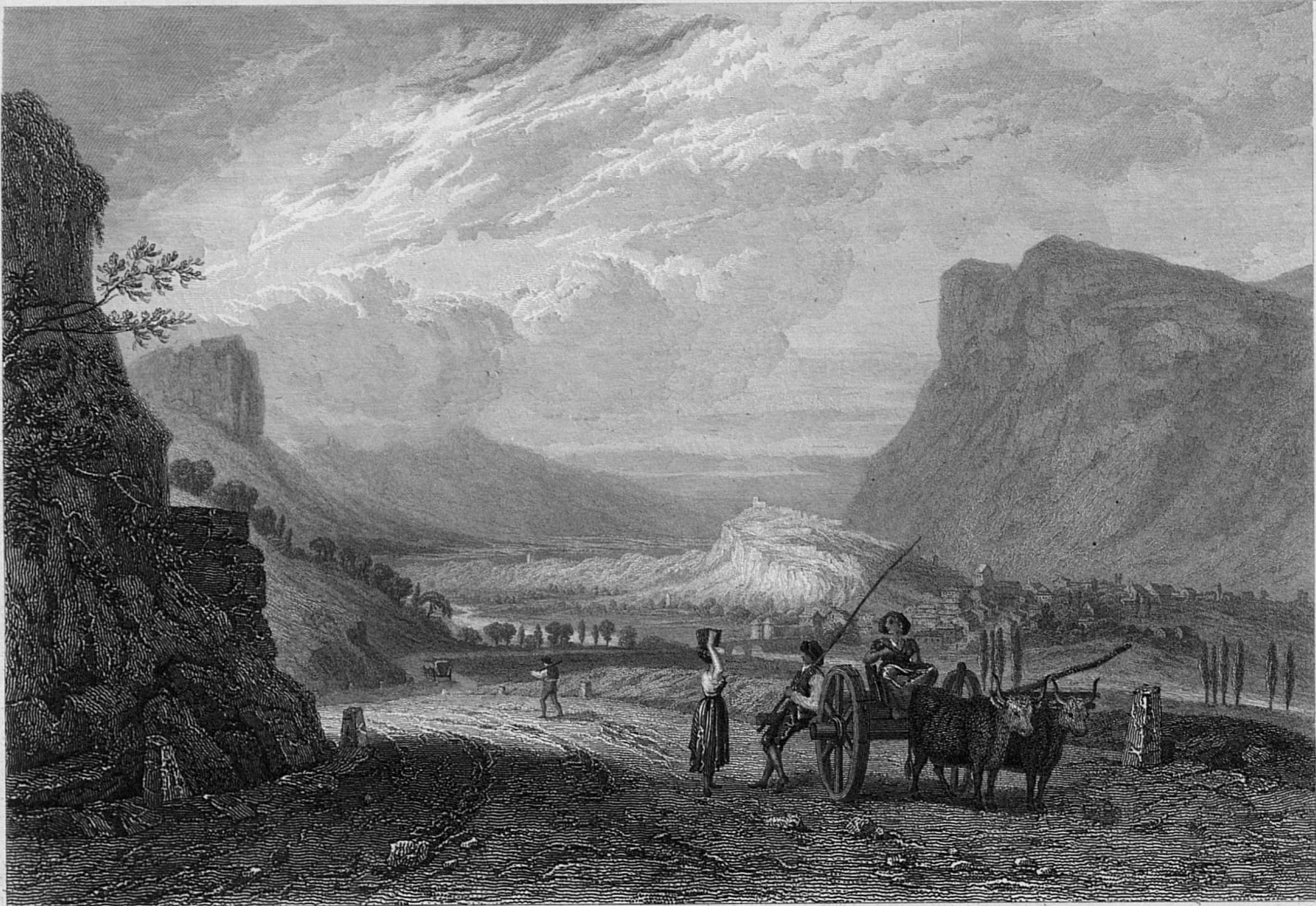
Engraved by Edw. Finden.

LYONS,
FROM THE CONFLUENCE OF THE RHONE & SAONE.

page 1. (St. Louis)
2nd part

Printed by M. Goussier.

XI



Drawn by W. Brockedon.

London, Aug. 1, 1827. Published for the Proprietor, by Rodwell, Bond Street.

Engraved by J. T. Willmore.

MONTMELIAN.

Printed by M. Duane.



Drawn by W. Hockaday.

London, Sept. 1857. Published for the Proprietor, by Rodwell, Bond Street.

Engraved by T. Barber.

FORT LESSEPS.
NEAR BRAMANTE.

Printed by M. Ouse.

X
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Drawn by W. Brockedon.

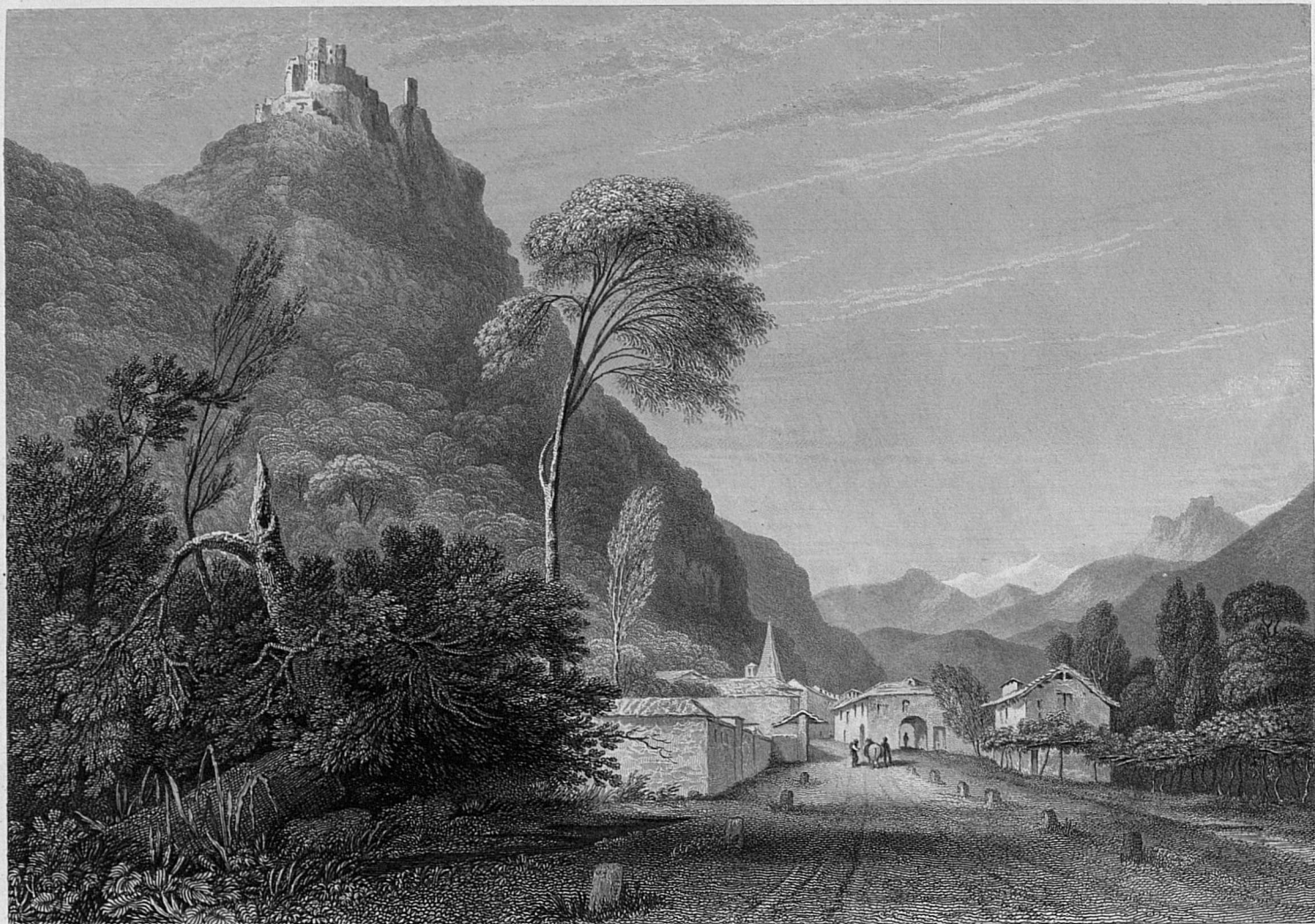
London Aug. 1847, Published for the Proprietor by Rodwell, New Bond Street.

Engraved by J. Hedaway.

ASCENT TO THE GRAND CROIX.
FROM THE PLAIN OF ST. NICOLAS.

Printed by W. Swan.

X
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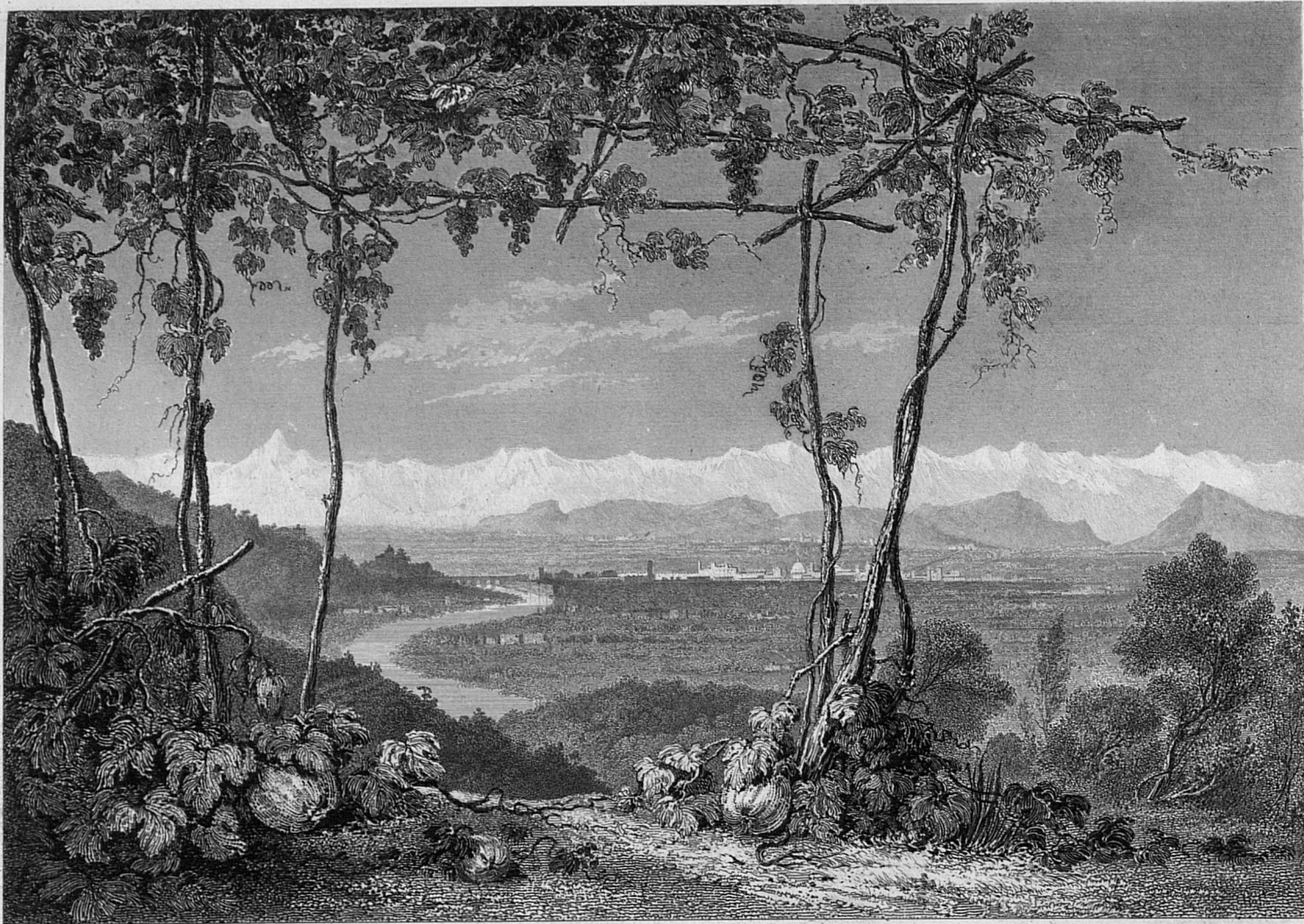
Drawn by W. Brockedon.

London Aug. 1827. Published for the Proprietor by Rowell, Bond Street.

Engraved by Edw^d Finden.

MONASTERY OF ST MICHEL.
ABOVE SF AMBROGIO.

Printed by M^r Swan.



Drawn by W. Brockedon.

London, Aug. 1, 1822. Published for the Proprietor by Rodwell, Bond Street.

Engraved by R. Brandard.

TURIN AND THE ALPS,
FROM THE MONT SUPERCA.

Page 12

Printed by M. Ducom.

XIV



Drawn by W. Brockedon.

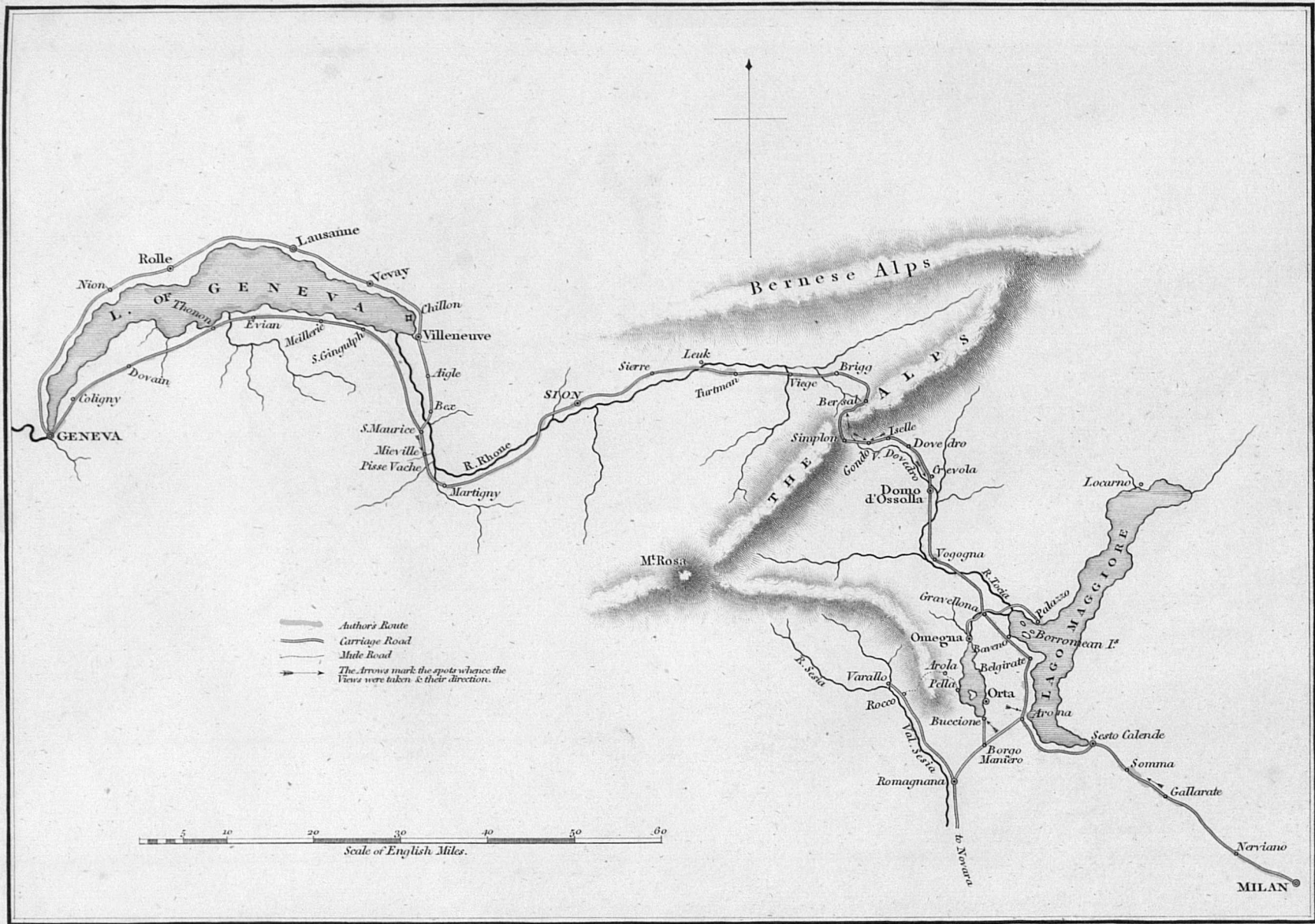
Engraved by T. Haden.

VALLEY OF THE ARC.
FROM ABOVE ST MICHEL.

Printed by M. Colver.

London, Sept 1, 1827, Published for the Proprietor, by Rodwell, Bond Street.

PASSES OF THE ALPS.



Drawn by W. Brockedon.

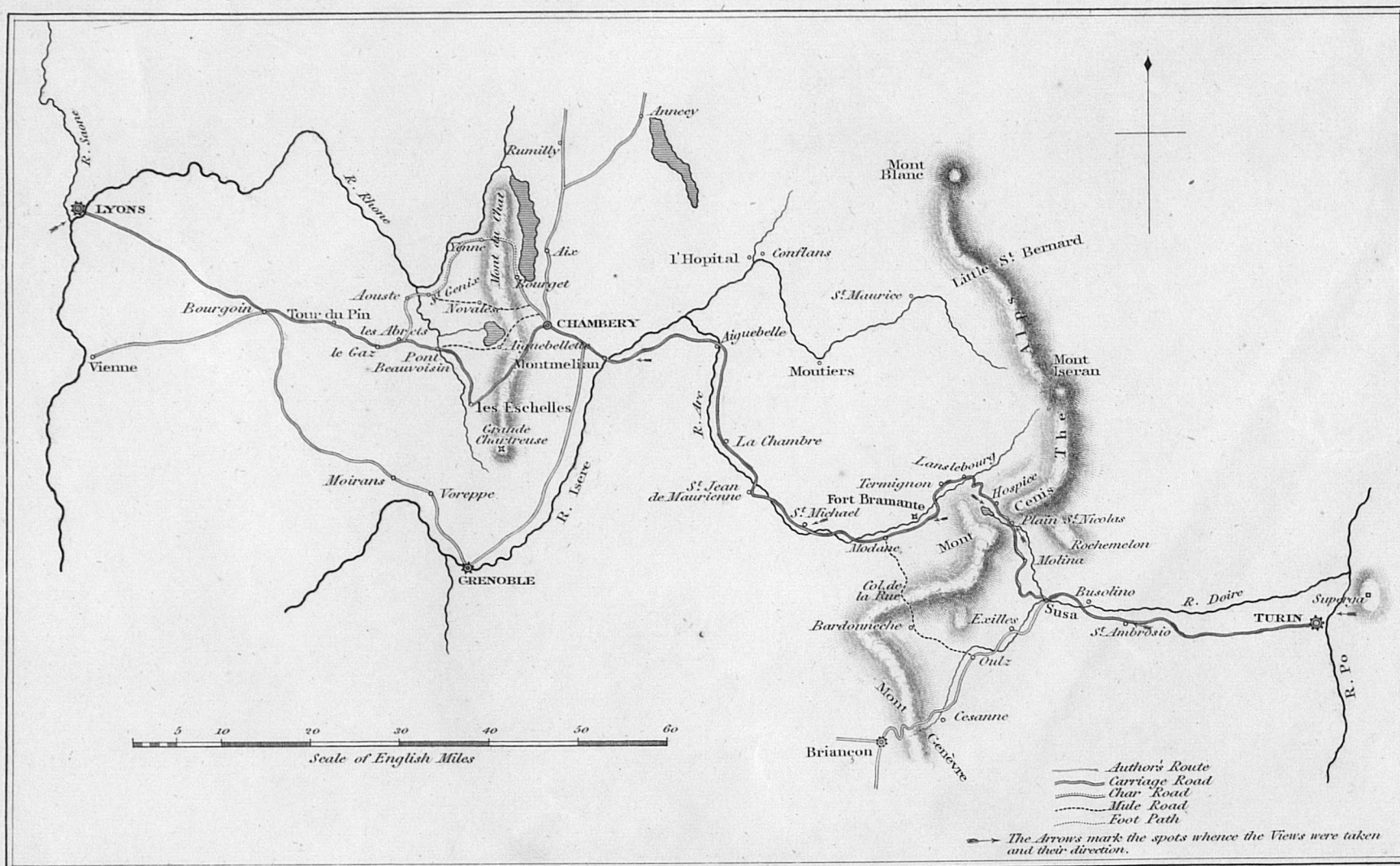
Published for the Proprietor, by Rodwell, New Bond Street, London.

Eng^d by L. Arrowsmith.

MAP TO ILLUSTRATE THE ROUTE OF THE SIMPLON FROM GENEVA TO MILAN.

111X

PASSES OF THE ALPS.



Drawn by W. Brockedon.

Published for the Proprietor by Rodwell, New Bond Street, London.

Eng^d by A. Arrowemith.

MAP TO ILLUSTRATE THE ROUTE FROM LYONS TO TURIN BY THE MONT CENIS.

XVII

G. Stern. Simplon S. Gothard Splügen Stelvio

A
NEW MAP
to Illustrate Brockedon's
PASSES OF THE ALPS,
Drawn and Engraved,
By
I. ARROWSMITH,
1829.



Simplon



ROUTE

FROM

GENEVA TO DOMO D' OSSOLA,

BY

THE PASS OF THE SIMPLON.

THE beauty and grandeur of the scenery which enriches the course of the route of the Simplon, and the display which is there presented of one of the most daring and successful of the efforts of man, by the formation of a road for his free progress, where the barriers placed by nature had appeared to be insurmountable, are sources of pleasure, of admiration, and of amazement, to the traveller, which are excited in a much higher degree upon this pass of the Alps than upon any other where a road has been accomplished.

From Geneva, the route to the Simplon commences with the beautiful scenery of the lake; and the traveller has the choice of arriving by either shore at Saint Maurice, in the Valais. One road passes by the Pays de Vaud, on the Swiss side, through Coppet, Nyon, Rolle, Lausanne, Vevay, and Bex; the other, which is four leagues shorter, passes, on the Savoy side, through Thonon and by the rocks of Meillerie, where the construction and improvements of the road, in correspondence with those of the Simplon, have been considered as part of that great undertaking.

Soon after leaving Geneva, on the side of Savoy, the road passes through *Cologny*, whence, looking back, there is a beautiful view of Geneva, extending over the sites of numerous *campagnas*, which surround the city, and embellish the vast garden which is spread out at the lower extremity of the lake.

The road, after leaving Cologny, passes through Dovain, the first village in Savoy, to Thonon, the chief town of the province of Chablis. Thonon is situated on the shores of the lake at its widest part, where it is three leagues across. A little beyond this town the road leaves on the left the convent of Rapaille,* and proceeds to Evain, which is nearly opposite to Lausanne.

The finest parts of the new road, which borders on the lake, lie between Evain and Bouveret; this includes the magnificent constructions by the rocks of Meillerie, where the road is carried thirty feet above the waters of the lake on a terrace in front of the rocks, which have been cut away: the bases of these rocks sink, almost perpendicularly, to a level with the waters of the Mediterranean; for the greatest depth of the lake which is found near this shore, is above 1000 English feet, and the level of the lake is 1200 feet above the sea. The scenery along this shore is very beautiful, and across the lake objects of interest rapidly succeed each other from Lausanne to Vevay, Clarens, and the Castle of Chillon.†

At St. Gingulph, the territories of Savoy are again left, and the traveller enters the Swiss canton of the Valais; and, after passing on the left the swampy and extensive *embouchure* of the Rhone, which opens into the lake of Geneva, he arrives at Saint Maurice, the natural frontier of the Valais. The single arch thrown across the Rhone from the Canton de Vaud,—a picturesque object, which may be found in the folio of every artist and amateur who has passed that way,—and

* This abbey was built by Amadeus the Eighth, Duke of Savoy, who founded a convent of Augustine monks there, and retired from the government of Savoy to become the chief of his convent at Rapaille. During the disgraceful contests for the chair of St. Peter's in the fifteenth century, when three Popes governed at once, Amadeus was elected one of these, by the reunited council of Bâle, in opposition to Eugene IV.: he assumed the keys of St. Peter as Pius II., and kept his court at Bâle, Geneva, and Lausanne. After having created twenty-three cardinals, issued bulls, and given other proofs of his authority, he retired from the government of the church, which he had found to be more difficult than the government of the state of Savoy: he died in his bishopric of Geneva in 1451.

† With these places are associated the names of Gibbon, Kemble, Rousseau, and Byron!

the high rocks which bound the course of the Rhone, give to the scene a wild and imposing character. These rocks are the bases of the lofty mountains, the *Dents de Midi et de Morcles*, which are separated by the river, that rushes through the gorge, foul and foaming, into the bosom of the lake. During its repose there, the Rhone deposits its impurities, and flows out at Geneva bright and pure, and of the tint of heaven; until, again admitting the companionship of the foul Arve, it passes on contaminated and in violence to the sea.

The bridge which connects the two cantons, and the castle now in ruins, at the entrance to the Valais, have, in the love of antiquity, been attributed to Julius Cæsar; but this is questionable, and there is a greater probability of their having been built by the bishops of Sion, when the preservation of temporal power was so important to them: a toll was exacted upon the bridge, and a port cut off all communication with the Canton de Vaud when necessary. Saint Maurice was known to the Romans under the name of Agaunum, and numerous inscriptions mark its antiquity. The name of St. Maurice was derived from its abbey, founded in the sixth century by Sigismond, king of the Burgundians, in honour of St. Maurice, who is said, in the legends of the church, to have suffered martyrdom here, with all the Theban legion which he commanded, amounting to 6,000 men, in the year 392; a tradition as true probably as that of the 11,000 virgins of Cologne. Near St. Maurice are some retreats cut out of the face of an apparently inaccessible rock, where, in holy idleness, the *anachorètes de la Thébàide* formerly dwelt apart from the world. The sterility and wretchedness of the country, which extends about two leagues from St. Maurice to Martigny, is scarcely any where relieved by an object of interest, except at the magnificent cataract of the Pisse-vache: this falling torrent is first seen from the village of Mieville;* but its real

Plate VII

* *End Vignette.*

grandeur cannot be appreciated, owing to the magnitude of surrounding objects, except by approaching as near to it as possible, and climbing on a hill formed by the soil which has been thrown up by the tremendous force of the waters from a basin which they have excavated. In this situation, the noise, the volume, the velocity, and the height, (for it appears to be poured out from the heavens,) are appalling in their sublimity; an exquisite beauty is added to these in the morning, when the sun, shining on the light mists which are dashed up by the cataract and float around it, paints them with splendid irises, which vary in intenseness of colour as currents of air change the density of the mists. Not far from the Pisse-vache, the route passes the narrow gorge, whence the black waters of the Trient issue, to flow into the Rhone; and shortly after the Drance is crossed, beneath an old castle of the bishops of Sion, near Martigny.* From Martigny, the route of the Simplon ascends the valley of the Rhone at a right angle with its previous course from St. Maurice, and passes through the middle of the valley direct to Sion: this part of the Valais is spread out into a flat plain, swampy and unhealthy, where the heat of summer is intensely felt, and millions of musquitos exhaust the blood and spirits of the unfortunate traveller whom they assail. The chains of mountains which bound the Valais are of enormous height; and as many of the peaks rise from 10,000 to 14,000 English feet above the Rhone, this valley may be considered the deepest in the known world. It is bounded on the south by the great chain of the Alps, from Mont Blanc to the Saint Gothard, including the Cervin and the Monte Rosa; and on the north by the Alps of the Oberland Bernoise, in which rise the Finsteraarhorn, the Jungfrau, and other enormous peaks.†

* A view is given of the valley of the Rhone from the castle, in the illustrations of the Pass of the Great St. Bernard.

† The dreadful afflictions of goitre and cretinism, which prevail to a great extent in the Valais, have been attributed by some authors to the stagnation of the air in this and other

Above Riddes the road crosses the Rhone, and on approaching Sion the marshes disappear, and fine pasturages and vineyards mark a more favoured spot. Near Sion, on the rocks which overhang the river, are the ruins of the old castles of Séon and Montorges, which frown in their decay over the valley that once groaned beneath the power of their tyrant owners, the bishops of Sion, whose names are consigned to infamy.* Their monstrous assumption of temporal authority roused at length the Valaisans, who had deserved their oppression and punishment for having so long forbore to crush the power assumed over them. The day of retribution came at last in 1417, when the bishop was expelled, and his castles burnt and destroyed; and where these abodes of tyranny had only been viewed with a shudder and a curse, are now seen houses and vineyards, which excite emotions of pleasure, to which the *ruins* of the castles contribute. Sion is situated in the widest part of the Valais; its appearance is remarkable from the chain of rocks on its eastern side, which are crowned with the old castle of Valérie, some Roman remains, an old Gothic church, and the ruins of the residence of Theodore, who was the first bishop of Sion, in the year 600. Another château, much more elevated than

deep valleys of the Alps; and by some, to the waters of the glaciers, which the inhabitants drink: but these, and many other causes which have been conjectured, appear to be equally fallacious. Goitres and cretins are no where seen in greater numbers and deformity than in the valley of Aosta; yet the valley of Anzasca, which is nearly parallel with it, is entirely free from these afflictions, although the inhabitants live in a deep valley, and drink the waters of the Anza, which flow from the glaciers of the Monte Rosa. Nor are these diseases confined to valleys; even in the plains of Piedmont, near St. Dalmazio, these objects of disgust and pity are common. The author has adopted an opinion, arising from extensive observation, that one of the chief causes of these complaints is to be found in the dirty habits of the communities afflicted. This is an opinion entertained by the clean and healthy mountaineers, who are free from goitre, and by the inhabitants of those valleys where personal cleanliness is regarded: for this the Anzascans, a race of fine men and beautiful women, are remarkable; whilst the dirty wretches where the affliction is found, stay all the winter with their cattle, seldom or never change their clothes, and dread water as if their disease were hydrophobia. Three or four filthy generations produce goitre, and it requires as many of clean habits to remove the punishment for their foul offences.

* The bishopric of Sion or Octodurum is one of the most ancient in Gaul. Theodore, a bishop of Octodurum, assisted at the council of Aquila in the year 381.

the former, is called Tourbillon, which was built by the bishops of Sion in 1492: it is attained by a narrow and difficult path among precipices. This castle, now in ruins, was the residence of the notorious bishop Matthew Schinner, who performed so important a part in the affairs of Italy at the commencement of the sixteenth century, and is remembered with infamy by the world. A third château, called Majorque or Mayerbourg, the residence of the later bishops of Sion, was at the foot of the hills of Valérie and Tourbillon; but it was burnt in the great fire of Sion in 1788. From the ruins of Tourbillon, the view up and down the valley is very fine. Opposite to Sion, the Val d'Herens opens into the Valais; it communicates at its upper extremity, by a very difficult pass across the glaciers, with the Val Pellina on the side of Aosta. Ascending the Valais above Sion, the traveller finds little to interest him. Opposite to Sierres, another valley, called the Val d'Anniviers, opens from the great chain of the Alps. This, and the valley of Herens, are little known to travellers; and the inhabitants, who are singularly primitive in their manners, are said to be rather uncivil to their visitors; this is reported to have been the character of the Upper Valaisans before the advantages of a more extensive intercourse with the world, by the formation of the route of the Simplon, led to a just estimate of its benefits, and the removal of jealousies. A little above Sierres, the new road re-crosses the Rhone, and continues on its left bank through the forest of Pfyn. The *débris* of the mountains brought down by the torrents from the southern boundary of the valley, render the preservation of the road very difficult in many parts of the route between Sierres and Tourtmagne. On passing the *embouchure* of the valley of the Dala, in which the baths of Louesch (Leuk) are situated, the savage mountain barrier of the Gemmi is seen, where an extraordinary road, for the pass which communicates with the Oberland Bernoise, is cut on what appears to be a perpendicular face of the mountain;

"ad finem"

yet it is practicable in perfect safety for mules, and the pass from Louesch to the valley of Kander is one of the most remarkable in the Alps. Ascending the valley of the Rhone, the traveller crosses the torrent which descends from the Monte Rosa and the Mont Cervin, and issues from the valley of the Visp. The rivers which flow from the enormous glaciers of those mountains having united at Stalden, about eight miles up the valley, above the village of Visp, descend with great impetuosity, and join the Rhone, often with a larger body of waters than those into which they flow. Soon after leaving Visp, the road crosses the torrent of the Gamsa, near the remains of an ancient wall, supposed to have been built by the Romans, but which was the actual frontier of the Viberians, who inhabited the Upper Valais from the Gamsa to the source of the Rhone. The next post station above Visp is the town of Brigg, situated nearly forty miles below the source of the Rhone, at the foot of the Simplon. Its appearance is very singular; it is deeply seated amidst enormous mountains, and its towers, which are covered with tin plate, have an eastern character of form. During the years 1798, 1799, some severe battles were fought near Brigg. The Valaisans, and especially the inhabitants of the Upper Valais, a very brave race, resisted, with desperate courage, the invasion of the French; they fought to preserve their institutions from foreign interference, but they were compelled by numbers to submit, and were at last united with France in the department of the Simplon. But the change was of infinite benefit to them; the evils of the Revolution have passed away, and with them the evils which had long existed in the Valais. Its inhabitants hated the rest of the world, but in no proportion to the hatred which the Upper and Lower Valaisans bore towards each other. An equality of rights, and the removal of local restrictions, destroyed the sources of hatred and jealousy which had for ages divided them. The influx of strangers through their country, and the transport of merchandise by the new route of the Simplon,

have been sources of wealth and prosperity. After the events of 1815, the Valais, formerly an ally only of Switzerland, became incorporated with the cantons, and preserved the benefits which it had derived from the Revolution.

At Brigg the valley of the Rhone is left, and the ascent of the Simplon commences. Some parts of the route in its course, almost to the summit, may be traced on the sides of the dark and savage ravine through which the torrent of the Saltine descends from the glaciers of the Kaltwasser or Schonhorn. These glaciers, close to which the summit of the road passes, are seen from below; and it is rather fearful to contemplate, at such a height and distance, the point which must be attained by the traveller who would enter Italy by the Pass of the Simplon.

The route really commences at Glys; but as the best inns and accommodation are found at Brigg, travellers, almost without exception, commence their passage from the latter place,* as a short branch-road connects Brigg with the great route above the Pont de Saltine, which is 116 feet above the torrent,—one of those bold constructions which add to the wonders of this route; thence the road continues on the left towards Mount Calvary,† and after turning through the Brand-wald ascends to the base of the Clennenhorn, which bounds the eastern side of the valley of the Saltine. Here the scene is very grand; the rugged summits of the Glyshorn rise on the other side of a deep ravine, and tower above the passenger with awful effect; high up on the sides of the Glyshorn, fields and cottages are seen, so lofty and sloped as to appear inaccessible. The road winds round the

* It appears to have been usual formerly for travellers to assemble in numbers, and cross the mountain together. An author who travelled in Italy by the Simplon, in the year 1695, says, "those who enter Italy by this route assemble at Brigg, in order to pass together, with mutual assistance, those frightful mountains of Saint Plom. We met there about forty persons."

† A name common in Catholic countries to a hill which terminates a series of altars, or, as they are called, *stations*, where in Easter week certain ceremonies are performed.

base of the Clennenhorn into the deep and savage valley of Ganter, which terminates in glaciers. Across this valley, or rather ravine, a bridge is thrown, 80 feet above the torrent, and the road ascends by a zig-zag to the station of the third refuge* or Bersal, where there is an inn and post-house: thence following a course around the projections, and into the sinuosities of the mountain, the route again overhangs the deep ravine of the Saltine, its depth being concealed in many places by the pines and larches which clothe the sides of the mountain below the traveller. Some of these trees are of enormous magnitude, and some, stripped of their bark, and withered or crushed by the falling of rocks or avalanches, add by their form and colour to the grand and wild character of the scenery. The cottages on the sides of the Glyshorn, which appeared from below to be inaccessible, are now seen on the other side of the ravine, scarcely above the traveller, surrounded by fields of corn and fine pasturages, and attainable by paths, which the mountaineer climbs with great facility. Continuing to ascend, the elevation soon exceeds that at which the pine flourishes, larches endure a little longer; but these are few and stunted, and scarcely reach beyond the gallery of Schalbet, which is a rock excavated 100 feet in length, through which the road passes. After traversing this gallery, the scene becomes excessively wild and arid; the road winds along the brink of precipices, at a short distance only below the glaciers of the Schonhorn, whence torrents descend, which are the sources of the Saltine; these, led through finely constructed aqueducts, pass beneath the road, and fall into the ravine below. At the foot of the glaciers another gallery has been cut through the rock, 140 feet in length; but to guard against the avalanches to which this part of the road is exposed, covered ways have been recently constructed,

* Houses established on the line of road for the protection of travellers in storms.

in connexion with the glacier gallery, which extend their protection across the places exposed to danger.

The scene from the summit is very magnificent; between the Schalbet and the glacier galleries, the eye can descend to Naters, a village in the valley of the Rhone, and rise to the prodigious peaks which pinnacle the range of the Bernese Alps. From beyond the glacier gallery the view extends to the great glaciers of Alesch, which add their brilliancy to the scene; these, however, and the valley of the Rhone, cannot be seen from the same point: but the magnificent peaks of the Breithorn, the Jungfrau, and the Monch, form with their glaciers, over the deep valley of the Saltine, one of the finest scenes in this range of the Alps.* A little beyond the glacier gallery the highest point of the passage is attained: it is 6562 English feet above the level of the sea. Here there is a house of refuge, and a barrier where a toll is paid of six francs for each horse. The summit of the Simplon is a plain, rather spacious, but wild and desolate, except in the summer, when there is a rich pasturage on the mountain, and flocks enliven the scene a little; nothing, however, can be conceived more dismal than its winter aspect. The summit is exposed to dreadful storms,† and it was for protection against these that

* Plate the first.

† " Le Général Turreau éprouva une de ces tourmentes, lorsqu'au retour de son premier voyage à Brigg, accompagné de son état-major et des ingénieurs des deux brigades, il voulut repasser le Simplon pour retourner à son quartier-général à Domo-d'Ossola. La neige tomboit en abondance; un vent violent et glacial de nord-ouest nous enveloppoit de tourbillons épais qui nous suffoquoient. Le général, ayant été renversé trois fois dans la neige à l'entrée du Col, malgré les efforts des personnes qui l'accompagnoient, et des gens du pays amenés exprès pour aider au passage, donna ordre de retourner à Brigg. M. l'ingénieur en chef Lescot et moi, nous trouvant à quinze pas en avant de ses aides-de-camp, ne pûmes entendre l'ordre; et après avoir attendu le général et nos camarades autant qu'il fut possible de le faire dans une semblable position, nous fûmes contraints d'avancer, et continuâmes la route avec deux hommes du pays, sans le secours desquels nous eussions infailliblement péri. Nous arrivâmes de nuit, épuisés par six heures d'une marche excessivement pénible, au village du Simplon, qui n'étoit éloigné que de deux lieues du point de séparation sur le Col. La neige, fortement gelée en grains fins, et sans cesse roulée par le vent, avoit si peu d'adhérence, que, quand l'un de nous tomboit, ce qui arrivoit souvent, il disparoissoit entièrement, et que l'on ne

the plan of a hospice was laid out and commenced ; but little beyond raising the walls above the foundation was accomplished ; its plan extended to two hundred feet long, seventy feet wide, and three stages high. It was proposed to place there fifteen persons, monks and domestics, and the establishment to have been a dependence upon the Great St. Bernard ; but it has been delayed or relinquished. There is, however, in the plain, on the right of the present route, an hospice, a singular-looking building, where travellers, overtaken by storms, or having met with accidents, are received by two or three brothers of the Great St. Bernard.

After passing the Old Hospice, the plain narrows to a valley ; and having crossed the torrents which descend from the Rosboden, the traveller enters the village of Simplon, situated 4840 feet above the level of the sea. A very comfortable inn in the village offers rest and refreshment ; and on arriving late from either side of the mountain, it is desirable, in order to enjoy the scenery of the pass, especially on the side of Italy, to remain at Simplon for the night, and descend the next morning. After leaving Simplon, the road advances towards the deep gorges of the Dovedro. From a part of the road where it makes an abrupt turn, the entrance to the gallery of Algaby is perceived, far below in the ravine ; but this appears so mere a speck, as to create a doubt of the possibility of the road passing through it. To follow the course of the Dovedro, an abrupt *détour* is made into the ravine of the Krumbach ; thence descending to the banks of the Dovedro, the traveller soon after enters the gallery of Algaby, 230 feet long, and bordering on the torrent ; thence the route accompanies the Dovedro in its deep

distinguoit l'endroit où il étoit que par l'agitation que ses mouvemens communiquoient à la surface de la neige, comme si c'eût été un fluide : aussi en arrivant trouvâmes-nous tous les interstices de nos vêtemens entièrement remplis de neige ; celle qui avoit pénétré jusqu'au corps, à demi-fondue par sa chaleur, et regelée ensuite par l'accroissement du froid de la nuit, s'étoit prise en masse et moulée sur les parties qu'elle enveloppoit, sans que nous nous en fussions aperçus pendant la marche."—*Observations, &c.* par A. R. POLONCEAU.

seclusion until it escapes into the Val d' Ossola, at Crevola. Here begin what are called *les belles horreurs* of the Simplon : the rocky and perpendicular bases of the mountains approach more closely, leaving only space for the road and the foaming torrent, which the latter in some places entirely usurps ; and in such places the road is carried through galleries cut in the rocks. Where the ravine narrows, the mountains which bound it appear to increase in height. The road is sometimes scooped into the side of the rocks, sometimes it seems suspended over the abyss, and when neither a terrace nor a gallery can be made on one side, as at the Ponte Alto, a bridge of admirable construction crosses the torrent, and a line is found on the other side, where the route can be carried forward. From the overhanging rocks, in some places a thousand feet above the traveller, torrents are poured out, some of which from their height descend broken into mist ; others, falling upon a shelving rock, foam in white lines over its surface : and near Gondo, a river gushes out with violence, and falls into the Dovedro. But the wonder of this part of the road is the great gallery, which is formed just below the place where a bridge leads from the right to the left bank of the Dovedro. The ravine appears to be closed in, and the only passage is by one of the most stupendous works ever accomplished—a gallery, cut through the granite, 596 English feet long, which at the opening on the Italian side crosses the waterfall of the Frassinone : this torrent, falling from a great height, rushes through the bridge thrown across it, and descends above 100 feet into the Dovedro, where the latter river, forming a cataract, meets the waters of the Frassinone in horrible commotion : it is a spot unrivalled in its astonishing effect.*

In the gallery there are two lateral openings, to light the traveller and to facilitate the excavation of the gallery, as

* Title Vignette.

four gangs of workmen were put on at the same time; these were relieved, and the works proceeded night and day during the formation of this wonderful excavation. Opposite to one of these openings, the following inscription is cut on the rock,—*ÆRE ITALO 1805.*

A little below the gallery the road descends by a zig-zag, where the ravine widens, and displays more awfully the heights of the rocks, which project in some places over the road. Masses like enormous towers, with perpendicular sides, bound the valley, and the road is carried through this extraordinary pass upon the *débris* which slopes down to the torrent.* Soon after, a strange and lofty building is seen, which serves as an inn and a place of refuge for travellers: this, together with a chapel and some cottages, form the village of Gondo. Near it a few trees begin to relieve the horrors of the defile of Dovedro. At length meadows appear, and amidst some fruit-trees is seen the village of Issel, on the frontier of Savoy, where the passports and baggage of travellers are examined. A little below Issel is another gallery, cut through the rock, but only thirty-four feet long: at this place the scenery loses much of its severity, but suddenly resuming it near Trasquera, the gigantic forms of the rocks are scarcely less awful than near Gondo. After having passed these, the traveller crosses the Cherasca, and enters upon the beautiful little amphitheatre in which are situated the villages of Dovedro and Varzo: here, the valley spreading out on the left, strikingly contrasts with the surrounding scenery, and displays houses, trees, vines, and meadows. The route thence continues, amidst scenery of less interest, to the last gallery, that of Crevola, which is carried nearly 200 feet through a rock, that has an opening cut on the side next the river for the admission of light. The road afterwards ascends to the little hamlet of Morgantino, and passes the

* Plate the second.

quarry whence the blocks of white marble were hewn for the columns of the triumphal arch erecting at Milan to commemorate the construction of the route of the Simplon.* From Morgantino the route gradually lowers to where the grand and beautiful Ponte Crevola crosses the Dovedro, at its entrance into the Val d' Ossola. This bridge is first seen where a view of the plains of Domo d' Ossola is also presented. The landscape is one of singular beauty; and its effect, bursting upon the traveller at the end of his journey through the savage defile of the Dovedro, is very impressive.†

The bridge of Crevola is one of the finest structures in the world: in the middle of the torrent a pier is raised 100 feet high, which carries two arches, resting on the rocks on either side of the ravine; its strength and elegance are equally remarkable: to do justice to it, the traveller should descend and view it from below Crevola.

From the bridge, the road proceeds in a direct line to the town of Domo d' Ossola. The richness of the plain, the brightness of the sky, and the mildness of the climate, already announce the Italian side of the Alps. The language, the costumes, and the manners, mark a people which differ greatly in character from even their nearest neighbours on the northern side of the mountains. Vines and Turkish corn enrich the appearance of the country, and the former are treated in a manner peculiar to this part of Italy. Posts of gneiss, which are obtained with great facility in this neighbourhood, are placed upright in the ground, and these have poles laid across them, upon which the vines are trained: this plan affords facility of access to the fruit, and the ground is not exhausted by the props, which is the case where trees are grown to support the vines. Near Domo d' Ossola is a Sacra Monte, or Calvary, where, in a series of *stations*, groups as large

* There are eight of these columns, each thirty-six feet long.

† Plate the third.

as life, in terra cotta, represent events in the passion of Christ: some of them are hideous, others are cleverly modelled. The hill is worth the traveller's visit, not only for these, but for the enjoyment of the beautiful scene from the chapel on the summit.

Domo d' Ossola is a place of great antiquity; it was founded by an ancient people of Etruria, and bore the name of Oscella before the erection of its cathedral; from this it derived the addition of Domo, which name alone it generally bears among the inhabitants. From Domo d' Ossola, the route descends towards Milan, through the rich plain watered by the Toccia, and the rivers Ovesca and Anza, which flow into it from the Alps, through the valleys of Antrona and Anzasca; the latter valley ascends to the Monte Rosa, and leads across the great chain by the Pass of the Moro, into the Valais: it is one of the most interesting valleys in the Alps, and abounds with scenes of unrivalled beauty and sublimity. In descending towards the Lago Maggiore the route passes the Toccia before arriving at Vogogna, and repasses it near the village of Ornavasso; thence it proceeds, leaving the Toccia on the left, and, near the little village of Gravelona, traverses the Negoglia, a river by which the waters of the Lake of Orta flow into the Lago Maggiore.* Shortly after, the route descends

* At one time it was intended to direct the course of the route of the Simplon by the Lake of Orta, to turn off at Gravelona and avoid the shores of the Lago Maggiore. This was the plan of General Chasseloup; but the necessity of rising to the level of the Lake of Orta and descending again to Arona, presented so many disadvantages, that the plan was abandoned. The route, however, by the Lake of Orta, anciently known as the Lacus Cusius, is one of singular beauty; and it is extraordinary that this romantic lake should be so little known. From Baveno, on the Lago Maggiore, to Omegna, on the Lake of Orta, is not more than two hours' drive, on an excellent carriage-road, which leaving the route of the Simplon at Gravelona, ascends the course of the Negoglia to Omegna, where boats may be had to take passengers or carriages to Buccione, at the head of the lake, passing by the town of Orta and the Isola de San Giulio, near the middle of the lake. There is a fairy appearance about this little island which is very beautiful, and its early history is not without romance. It is celebrated for the high antiquity of its church, in which the vertebra of a whale is shewn as that of a monstrous serpent which infested the island, and which was destroyed by San Giulio, who lived in the fourth century, and whose ashes are preserved in a subterranean vault. So much for tradition. It is recorded, however,

to Fariolo, and the Lago Maggiore bursts upon the traveller with all its beauty, its magnitude, and its splendour. Baveno, on the western shore of the lake, is a post station, and the place where travellers usually hire boats to visit the Borromeo Islands; and there is no spot whence the grand forms of the mountains which surround the lake are so picturesque, or a view of the lake so beautiful: to this the islands greatly contribute, with the exception of the Isola-bella, which is worthy only of a rich man's misplaced extravagance, and the taste of a confectioner.*

that as early as 590 the island gave title to a dukedom, when Minulfo, Duke of S. Giulio, favoured the descent of the Franks by the Saint Gothard; but in the following year, Astolpho, the new king of the Lombards, punished him with the loss of his head. The island appears to have possessed great strength. Guilla, the wife of Berenger the Second, King of Lombardy, took refuge there in 962, and resolutely defended herself for two months against Otho the First, Emperor of Germany, who had invaded Italy and deposed her husband. Otho restored the island to the bishops of Novarra, who had long held it, before it was seized and usurped by Berenger. The town of Orta, opposite the island, is well built; and there is an excellent inn there, where travellers may be well accommodated at less than half the expense of the inn at Baveno. Behind Orta a hill rises, which is a sanctuary, dedicated to Saint Francis of Assise; upon it nineteen chapels are distributed, some of elegant architecture, and containing groups of figures in terra cotta, and pictures. The hill is laid out like a beautiful garden: this is the general character of the land bordering the lake, whence, probably, its name. The views from the hill of the sanctuary are charming. The lake is about nine miles long, surrounded by lofty mountains and wooded slopes, and having many villages on its shores. From Pella, between which village and the town of Orta lies the Isola S. Giulio, a mule-road leads over the mountain, by Arolo, to Varallo in the Val Sessia. At Varallo is the *Nuovo Gerusalemme* of Piedmont; its Sacra Monte, the most remarkable in Italy, is visited by thousands of devotees annually. From Baveno to Varallo by Pella, is only a day's journey; and the author, who has twice been that way, has no recollection of any scenery superior to the variety and beauty presented in this excursion.

To go to Arona from the Lake of Orta, the traveller lands at Buccione, at the head of the lake. The view from the road above this village is very fine, where the high peaks of the Monte Rosa add their grandeur to the beauties of the scene. (Plate the fifth.) A carriage may be hired at Buccione, which, passing through Borgomanera, will reach Arona in two or three hours. It is reported that such a road as that which was proposed by General Chasseloup has been decided upon by the King of Sardinia. It is to be made immediately, from Omegna to Buccione, to go round the eastern shore of the lake, and pass through the town of Orta.

* It is curious to observe the national differences of taste with which the Isola-bella is regarded. A French author writes, "L'Isola-bella elle est digne de son nom; elle ressemble à une île enchantée; palais merveilleux, magnifiques jardins, arbres odoriferans, fontaines cristallines, statues, bosquets, fleurs choisies, tout s'y trouve." Another, "L'Isola-bella est d'un genre de beauté qui tient du prodige. C'est à merveille de l'art et de la nature en

From Baveno the road is carried along on the borders of the lake on terraces of admirable construction, and scarcely less worthy of praise than the works in the ravine of the Dovedro. The scenes are beautiful along the western shores of the lake to Arona, through Stressa, Belgirate, and Lesa. On the approach to Arona, the statue of St. Carlo Borromeo is seen on the right of the road, upon a hill, to which a path leads from the route of the Simplon, about half-a-mile before arriving at Arona. This path conducts, in twenty minutes, to the celebrated bronze statue; and the traveller should not fail to visit this extraordinary work of art. It is placed in so favourable a situation, that a beautiful view of the Lago Maggiore is enjoyed at the same time, particularly from a short distance west of the statue, whence the Lake, the village of Angera on its opposite shore, and some mountains of the great chain in the Rhetian Alps, are seen. On the right are some of the chapels of the Sacra Monte of San Carlo; and below them, on the borders of the lake, the overhanging precipice beneath which the route of the Simplon passes to Arona.* The statue, with its pedestal, is 112 feet high, of which the pedestal is one-third. The head and hands are cast from models made by Cerano; they are of admirable workmanship, and the mild, dignified, and benevolent expression of the head exceeds all praise. The drapery is composed of sheets of copper, so ingeniously wrought that

même-temps, une véritable île enchantée. Ses bosquets ne peuvent être comparés qu'à ceux d'Idalie; ses jardins qu'à celui des Hespérides; son palais qu'à celui d'Armide." An English author describes the gardens as raised "on a pyramid of ten terraces resting on arches, which are built upon the rocks of the island, and each of the angles of the terraces adorned with acute pyramids of stone, resting upon balls at the angles of their bases, and bearing on their apices wretched tin ornaments; some of the angles have trees, 'fantastically carved;' others, ugly, disproportioned statues, each holding tin emblems: the grand figure surmounting all this trumpery is equestrian, with tin feathers springing from its back, intended perhaps for Pegasus." Another author says, "This whimsical structure, from a distance on the lake, suggests the idea of a huge Périgord pie, stuck all over with heads of woodcocks and partridges." What is taste? the French and Italians admire all this, and they say that they are judges.

* Plate the sixth.

the edges are concealed in the folds, and the appearance of the whole statue is like a single cast. The action of the figure is that which is used in the church of Rome in blessing; the right hand is extended, the left holds a book. This statue was erected in 1697, at the expense of the Milanese, in reverence and in gratitude to their patron saint. The artists employed upon it were Siro Zanelli of Pavia, and Bernardo Falconi of Lugano. It is certainly one of the wonders of Italy, if not of the world.

The entrance to Arona from the Simplon is at the foot of a huge cliff which overhangs the lake, and it is difficult to pass beneath it without feeling an emotion of danger. The town from many points is picturesque; its port on the lake is enclosed within walls, having the opening flanked by two towers; between these a chain is drawn at night, which closes the entrance. This is the chief port belonging to Sardinia on the lake, and is of much importance to this government; for all the merchandise going from Genoa and the states of Sardinia to Switzerland, passes by Arona. Between this port and Locarno, the commerce, since the completion of the route by the Bernardin into the Grisons, is considerable; and a great increase of intercourse with Switzerland may be expected when a carriage-road, now in progress, over the St. Gothard, shall have been completed. The borders of the lake are within three governments — the Lombard-Venetian, the Swiss Canton of the Tessin, and that of Sardinia.

At an hour's drive from Arona the lake contracts and forms the river Tessin, which is crossed on a flying-bridge, where the traveller leaves Sardinia, and arrives at Sesto Calende, in the Lombard-Venetian States. From Sesto Calende to Milan, about ten leagues, the magnificent route, which bears the name of the *Strada Sempione*, lies through a country unequalled in the abundant productions of its soil, but it is devoid of picturesque interest, except where the great chain of the Alps, stretching across the horizon, is seen from some parts of the

road, particularly near Somma, with its chief and beautiful object, Monte Rosa, towering over the range. On the right of this mountain lies the Monte Leone, which bounds the Pass of the Simplon.* By those who see the Alps for the first time under such an aspect, they are often mistaken for light clouds lying on the horizon, their bases being generally invisible through the haze of an extensive intervening plain. There is an exquisite beauty in their appearance under these circumstances, which cannot be described. The route continues through numerous towns and villages, among others, Gallarate, Castallanza, and Ro; the latter is remarkable for its magnificent church. Milan is scarcely seen before it is entered. When near it, a glimpse is sometimes caught of the spire of the Duomo, but the traveller generally arrives abruptly under the walls of the city.

The grand entrance to Milan, from the Strada Sempione, by a triumphal arch, which is intended to commemorate the formation of the route of the Simplon, is not yet completed; but the Austrian government in Lombardy, after having allowed the work to remain neglected for many years, has at length been urged by shame, or a better feeling, to proceed with this magnificent structure, and there is some hope of its completion. The design by the Marquis Luigi Cagnola, and the admirable execution of such details as are prepared, lead to the expectation that it will be, when finished, the grandest work of its class.

The early history of the Pass of the Simplon is involved in much obscurity, and nothing certain is known even of the origin of its name. It is supposed to have been frequented in very early ages; and there is a tradition, that three years before the battle of the consuls Marius and Catullus with the Cimbri, the consul Q. Servilius Cœpio led some Roman legions across this mountain to oppose those northern enemies

* Plate the seventh.

of Rome, in Transalpine Gaul. Some have sought the etymology of the Simplon in the consular name of Sempronius; but no certain events are recorded which determine the passage of any Roman consul by the Simplon. In many old accounts of the pass it is called Saint Plom; but whether a classical name has thus been vulgarised, or this has been derived from some catholic saint, is as uncertain and obscure as the dark ages through which these traditions have descended to us. The future importance of the Simplon, however, will be referred to Napoleon only, under whose orders the present road was constructed.

The new route of the Simplon was, in its intention and its execution, a military work.* It was determined upon immediately after the battle of Marengo, whilst the difficulties of the passage of the Great St. Bernard, and the almost fatal check of Fort Bard, were fresh in the recollection of Napoleon. In November 1800, he directed the minister of war to send two brigades of engineers, under General Turreau, to open a route practicable for artillery across the Simplon. The first of these brigades was stationed between Brigg, on the Swiss side of the pass, and Algaby; and the second between Algaby and Domo d' Ossolo, on the side of Italy. Little appears to have been done, and that not in the most judicious way, until, in the winter of the same year, M. Céard, who was at that time engineer-in-chief of the department of

* Napoleon has been charged, by those who can see no redeeming trait in his character, with constructing works only to gratify his ambition or his vanity, and not to serve mankind: let the reply to this accusation be found in the following list of some of the public works executed or commenced under his orders in France, Italy, Germany, and Holland, between 1800 and 1812:—Eighteen new routes, exceeding 500 leagues; eighty new bridges, exceeding 60 feet in length, of which 30 are from 300 to 2000 feet; thirty great canals; the Seine, the Loire, and other rivers, rendered navigable by tunnels, dykes, quays, sluices, &c.; twenty-five ports constructed or re-established, among which are the ports of Antwerp and Cherbourg.—See *Travaux des Ponts et Chaussées depuis 1800; ou, Tableau des Constructions Neuves faites sous le Règne de Napoleon 1^{er}. en Routes, Ponts, Canaux, et des Travaux entrepris pour la Navigation Fluviale, des Desséchemens, les Ports de Commerce, &c.* Par M. COURTIN, Secrétaire-Général de la Direction Générale des Ponts et Chaussées. Paris. Gœury, 1812.

Leman, received the orders of the minister of war, and the director-general of the *ponts et chaussées*, to take charge of the operations on the Simplon, as engineer of the works and inspector-general. This distinguished engineer arrived at the Simplon on the 22d of March, 1801, and immediately surveyed the entire line of road, which he varied in many important points from that which had been intended by those who had preceded him, and became the author of the plan ultimately adopted for the traverse of the mountain, as well as of those additions which rendered this magnificent road complete, from Domo d' Ossola to Arona, on the side of Italy, and from Brigg to Thonon, on the side of Switzerland.*

The works of the Simplon were shortly after their commencement transferred to the superintendence of the minister of the interior, but their execution from the beginning had been confided to the engineers of the *ponts et chaussées*. Under each of those authorities M. Céard continued the chief engineer and superintendent of all the works to their completion.†

* It had been contemplated by the Cisalpine republic to open the route of the Simplon as early as the year 1798, when M. Céard was consulted upon the undertaking by the Italian minister Cerbellini, at the house of the minister Le Croix, in Paris. The abilities of M. Céard were also called into service on the passes of the Jura, Cerdon, and Mount Tarrare; and he may be said to have been employed in removing the mountain obstacles which existed between the Simplon and Paris.

† The chief engineer of such a stupendous undertaking would naturally be jealous of the distinguished honour which its accomplishment obtained from an applauding world. After fifty years of distinguished public service, M. Céard had retired, in 1815, to the bosom of his family, to repose beneath his laurels, when an attempt was rudely made to wrest them from him by one who had held a subordinate situation in the works of the Simplon. In a national publication, entitled "Monumens des Victoires et Conquêtes des Français," &c. published by Panckoucke, at Paris, and edited by M. Ch. Dupin, the route of the Simplon was thought worthy of the honour of holding the first place; but the book is disgraced by the following unjust report of the engineers engaged upon the Simplon: "Nous terminerons cette description des travaux du Simplon en disant quelques mots des ingénieurs qui les ont exécutés. M. Lescot, premier ingénieur-en-chef, fut, après sa mort, remplacé par M. Houdouart. Les quatre jeunes ingénieurs qui ont tracé la route avec tant de courage et de zèle, et qui ont triomphé des plus grandes difficultés de l'entreprise, sont MM. Cordier, Polonceau, Coïc, et Baduel." "M. Polonceau est maintenant ingénieur-en-chef du département de Seine et Oise: c'est à son obligeance que nous devons une foule de renseignemens précieux sur la route du Simplon.

Between the Mediterranean and the Tyrol there are now ten carriage-roads across the Alps, and others are in progress by the Saint Gothard and the Maloya. Austria has constructed the Stelvio, but it was to serve her own interests in

La notice que M. Polonceau a bien voulu nous remettre à ce sujet nous a été du plus grand secours. M. Cordier et M. Polonceau sont les seuls ingénieurs qui aient dirigé les travaux depuis leur première trace jusqu'à leur achèvement." "M. Céard, inspecteur-divisionnaire, à partir de la fin de l'an IX (1801), fut chargé de l'inspection des travaux: on lui doit le plan de deux ponts principaux." This report has evidently been furnished by M. Polonceau, who has made M. Ch. Dupin the agent of his vanity and injustice; "Les quatre jeunes ingénieurs," at the time of their accompanying General Turreau to the Simplon were *élèves ingénieurs*, pupils of *l'Ecole Polytechnique*, who were fortunate in being appointed upon such a work as the Simplon, before they had even finished their studies in the School of Application; they held no grade as engineers. Under M. Céard they rose to distinction, and were recommended by him to the government. How M. Polonceau repaid the obligations, his *renseignemens précieux* sufficiently shew. M. Céard, who was living when the "Monumens des Victoires et Conquêtes" was published, hastened to vindicate his just claims to the honours which he had received, in a pamphlet (*Mémoire et Observations Historiques et Critiques sur la Route du Simplon*, adressés à M. Ch. Dupin. Par N. Céard. 4to. Paris, 1820), which contains such evidence as exposes the unfounded pretensions of M. Polonceau; who, in a reply (*Observations sur un Mémoire relatif à la Route du Simplon*. Par A. R. Polonceau), has made a futile attempt to screen himself from the discredit which has recoiled upon him in the endeavour to outrage the honour of his ancient chief. M. Polonceau's reply principally confines itself to points relating to the works, which are merely matters of disputed opinion between professional men: it replies also to some charges of insubordination and obstinacy; but it contains not one line of admissible excuse for having employed the work of M. Ch. Dupin to boast of the honours of which he had despoiled another.

A slight inquiry must have discovered the fact, that M. Polonceau was a very young man, about the age of twenty, who had just left school, when he went with General Turreau to the Simplon, only a few months before he was placed under M. Céard. Yet, in the notice above quoted from these *renseignemens*, M. Polonceau says, that he and M. Cordier "sont les seuls ingénieurs qui aient dirigé les travaux, depuis leur première trace jusqu'à leur achèvement." Can any person believe Napoleon guilty of the folly of intrusting such a work to untried boys? Why was M. Céard called upon by the government in little more than a month after the brigades under General Turreau had reached their destination? Certainly to employ his known skill and ability as engineer-in-chief and director of the works; which implies how little the party already there had the confidence of the government. M. Polonceau acknowledges, in his reply to M. Céard's charges, though he withholds it in "*renseignemens précieux*," that "dans le même hiver, M. Céard, alors ingénieur en chef à Genève, fut chargé de l'inspection générale de la route; fonctions qu'il a remplies d'abord sous le titre d'ingénieur en chef directeur, ensuite sous celui d'inspecteur-divisionnaire" — this was when his plans were being carried into effect, and his duty was to inspect their completion; and he did superintend the works until they were finished, under the authority of the Ministers of the Interior, for which he received their acknowledgments, and honours from Napoleon. M. Polonceau says, page 3 of his *Observations*, "Mais l'article de M. Dupin étoit consacré à la gloire des nations

the control of Lombardy. It has been said that her influence in the court of Sardinia has been a great check to the improvements of which Piedmont and Savoy are capable, and this influence has been especially exercised in preventing

Française et Italienne, et non à celle des individus." Why then so particularly claim the honour for himself of which he would despoil another? If the least doubt can remain of M. Polonceau's having taken a credit to which he had no claim, the following extract from a letter, dated 10 Vendémiaire, an X. (October 2, 1801), addressed by his mother to M. Céard, must remove it:—"Si les travaux doivent continuer, veuillez, Monsieur, demandez sans délai un élève pour remplacer mon fils? &c. On ne me persuadera pas que mon fils en ce moment soit nécessaire pour la conduite des travaux. N'étant que très-subordonné pour ces opérations, tout autre peut tenir sa place. L'autorité d'inspecteur-général des travaux du Simplon laisse entre vos mains le sort de mon fils," &c.

In 1812, a work was published by M. Courtin, secrétaire-général de la direction générale de ponts et chaussées, entitled, "*Travaux des Ponts et Chaussées depuis 1800, ou tableau des constructions neuves faites sous Napoléon, en routes, ponts, canaux, &c.*" In this work, the author, who had official information and authority, writing of the Simplon, page 46, mentions "M. Céard, auteur du projet;" and in page 53, "les ingénieurs qui ont fait exécuter cette belle route, sous la direction de M. Céard, auteur du projet, sont MM. Houdouart, Cordier, Plainchant, et Polonceau. MM. Gianelli et Bossi, ingénieurs Italiens, ont exécuté la partie du côté du royaume d'Italie." The French brigade on the Italian side, between Algaby and Domo d'Ossola, was, after about eighteen months, recalled; when it was replaced by the Italian engineers MM. Gianelli, Bossi, and Viviani; of whom M. Céard makes most honourable mention, as having overcome, on their side of the Simplon, difficulties which greatly exceeded those with which the first brigade had had to contend.

One reason for delaying the publication of the Pass of the Simplon until the last Number of this Work, was to make full inquiry into the subject, and to examine the plans, papers, and other documents, in the possession of the son of M. Céard, at Geneva: these were shewn, in September 1829, to the author, who had by this time possessed himself of every work referred to by M. Céard in his memoir, as well as others upon the subject, and also of the reply of M. Polonceau, with which M. Cordier has identified himself in a sort of postscript, wherein he seems, from the tenor of his remarks, to have fancied that a sneer could remove his share of the discredit attached to the transaction, but which it has only served to confirm. M. Polonceau is said to rank high in his profession as an able engineer: if so, his excuse is the less, for having attempted, surreptitiously, to take the distinguished honours of his former chief to add to those which he had himself fairly acquired.

The circumstances which led to this inquiry and statement on the part of the author of the "Passes of the Alps," will be found in the following letter:—

"MONSIEUR,

Genève, le 17 Juillet, 1827.

"Quoique je n'aie pas l'honneur d'être connu de vous, permettez moi de vous écrire dans les circonstances que voici.

"J'ai vu, il y a peu de jours, entre les mains de M. Deluc, le naturaliste en cette ville, une des livraisons du beau recueil que vous avez composé et que vous publiez sur les Passages des Alpes; et j'ai pensé qu'il vous seroit agréable d'avoir sur celui du Simplon les notices contenues dans le petit ouvrage de mon père, que je me permets de joindre à la présente, en vous priant de l'accepter. Mon père, Monsieur, fut chargé dans le temps par l'Empereur Napoléon de faire

the construction of a good carriage-road across the Little Saint Bernard. The accomplishment of this would be one of the most important services which Carlo Felice could render to his subjects of the dutchy of Aosta, of the Tarentaise, and of Faucigny. At present this benefit is withheld, from the fear of a possible invasion by that road from France. Were the French restrained by the want of good roads in 1800? The subjects of Austria feel not the injury of withholding this boon, but the Piedmontese and Savoyards do, and their government ought not to sacrifice the interests of her subjects to the fears and jealousies of Austria. To make a carriage-road over the Little St. Bernard would be attended with no difficulty: it is already the easiest of the unmade passes of the Alps; and the expense of forming a good road from Bourg Saint Maurice to Pré Saint Didier would be borne with cheerfulness by the inhabitants on the line of road from

le projet de la route qui devoit traverser le Simplon,— une pareille commission exigeoit chez celui qui en étoit chargé des talens et une grande expérience: j'ose dire que mon père possédoit l'un et l'autre; il s'acquitta des ordres qui lui furent donnés à cet égard, personne ne travailla au projet que lui; et je possède, à la disposition de tous ceux qui pourront désirer le voir, le plan original de ce projet, dessiné de la main de mon père, et revêtu de l'arrêté d'exécution du directeur général du corps des ponts et chaussées. Indépendamment de ce premier mérite, que personne, sans l'injustice la plus criante, ne peut contester à mon père, et que je réclamerai tant que je vivrai pour sa mémoire, il a eu celui de diriger les travaux jusqu'à leur entière exécution, et de mettre de l'ensemble dans les opérations des ingénieurs qui lui étoient tous subordonnés pour cette grande opération. Voilà, Monsieur, des faits dont je puis fournir la preuve par tous les papiers de cette grande affaire, qui sont entre mes mains. Vous comprendrez d'après cela, l'indignation qu'éprouvoit mon père quand il a composé l'écrit que j'ai l'honneur de vous envoyer, qui pourra d'ailleurs vous être utile par les renseignemens qu'il contient, et par la carte qui y est jointe, dont toutes celles qui ont paru depuis ne sont que des copies plus ou moins complètes.

“ J'aurois cru, Monsieur, ne pas faire tout ce que je dois à la mémoire de mon père, si, aussitôt que j'ai eu connaissance de votre bel ouvrage, je ne vous avois pas mis à même de dire un mot de l'ingénieur qui a travaillé à aplanir, dans un de leurs passages, ces Alpes que vous avez tant étudiées et admirées dans leur immense et majestueux ensemble.

“ Si j'étois assez heureux pour vous voir un jour à Genève, ou pour pouvoir vous fournir quelques documens qui puissent vous être utiles, veuillez être persuadé, Monsieur, de l'empressement que je mettrois, soit à vous donner de vive voix, soit à vous fournir par écrit, tous les renseignemens qui pourroient vous être agréables.

“ J'ai l'honneur d'être, avec une considération très distinguée, Monsieur, votre très humble et très obéissant serviteur,

“ CEARD, Procureur Général de la République et Canton de Genève.”

l'Hôpital Conflans to Ivrea, whom it would more immediately benefit. The French under Napoleon had surveyed the pass with the intention of making such a road, and it is to be hoped that this desirable object may yet be accomplished. It would greatly add to the influx of strangers into Piedmont, who would thus be enabled to visit the eastern side of Mont Blanc, the baths of Cormayeur, and the beautiful valley of Aosta, and who, instead of spending so much of their money in Switzerland, would disburse some of it in visiting the beautiful scenery of Dauphiny and Piedmont.

The object originally contemplated by the author of this work, was an illustration of the route of Hannibal across the Alps; he had become interested in this subject chiefly by reading that clear and able inquiry, entitled "A Dissertation on the Passage of Hannibal over the Alps, by a member of the University of Oxford." After an attentive perusal, it occurred to the author, that such scenes and facts as the site of an encampment, the locale of a roche-blanche, and a ravine where an accumulation of snow could occur, were subjects which the pencil might illustrate, and remove, by views of those scenes, the doubts which description alone might have left. The author visited the Alps expressly for this object; but after having traversed the great chain by several passes, he thought that the subject was capable of extension, and that scenes illustrative of the various routes across the Alps, would be interesting to those who had not travelled there, and renew the recollections of those who had. Fidelity of representation, rather than picturesque effect, has been his object as an artist; and in his examination and inquiries into the topography and history of the Alps, he thinks that he may, without presumption, claim the merit of not having lightly undertaken his task; since he has, expressly for this work, before and during its publication, traversed the Alps nearly sixty times, and by above thirty different routes into Italy, from the states on its frontiers.

X
With reference to the passage of Hannibal, the result of the author's examination and inquiry has left upon his mind the most perfect conviction, that it was by the Pass of the Little St. Bernard, and that it is to this pass only that the description of Polybius can apply. The adoption of this author's history of the event, as the sole authority upon the subject, has been induced by his declaration, that he made journeys in the Alps expressly to retrace the steps of Hannibal. These journeys were made within a few years after the event which Polybius describes, while persons were yet living who had been eye-witnesses of the passage of the army, and who furnished him with information and details. He avows that the object of his retracing the steps of the Carthaginian general arose not only from his admiration of the exploit, but to settle the contradictions which had even then appeared in the narrations of those who described the event, and who had already embellished it with fables. The history of Polybius is remarkable for its clearness and detailed description of scenes and events. Unfortunately, from his having written in Greek, few of the names of places, or of the people in the line of march, are recorded by him; but the times and distances are so carefully marked, and the places where certain events occurred are so clearly and admirably described, that the true route has been discovered by the evidence which still exists, in perfect concurrence with his account; and these coincidences are found on the Pass of the Little St. Bernard, and on no other.

Various authors have supposed a different line of march, but they have either taken Livy as authority, or attempted a reconciliation of Livy with Polybius: this, however, is impracticable, for Livy is so inconsistent with himself, that an actual examination of the Alps, upon the route which he states to have been the pass of Hannibal—the Mont Genève—is at variance with his own description; whilst the absurdities with which he has laden his narrative shew that he had

adopted such fabulous accounts as Polybius had despised and rejected, and had sought to reconcile them with the clear and simple narrative of Polybius himself, where such narrative related to the passing events of the march, but without acknowledging the author from whom he had so largely and literally borrowed.

The errors into which those have fallen who, in writing upon the subject of Hannibal's passage, have taken Livy as authority, have arisen from their being as ignorant of the Alps as was Livy himself, and from having fancied that maps and descriptions alone were requisite, not only for understanding the subject, but for informing others. This has produced the absurdities of Whitaker and Folard, and the errors of Letronne and of many others. Some, with preconceived notions, have traversed the Alps, and eked out their conjectures by bits from Livy and Polybius, quoting from the one or the other where it favoured their views, and rejecting both under the charge of error, presumption, or interpolation, where neither could be made to agree with the theory which they had originally formed.

Very few of the authors who have written upon the subject of Hannibal's passage are worth the trouble of confuting. Nothing but actual survey can determine what passes agree with Polybius's description of the occurrences. General Melville, a man admirably qualified to investigate the subject, with the history of Polybius in his hand, traversed many of the passes which had been supposed to be the route of Hannibal; but it was upon the Little Saint Bernard only that he found those coincidences of place and distance with the events of Hannibal's march, which established his conviction that it was there that the Carthaginian army had passed. The result of his labours and investigation he placed in the hands of Mr. Whitaker, who, treating the communication with contempt, fancied that by maps and authors alone he could arrive at a conclusion more favourable to his prejudices upon the

subject. This led him into such errors as those of supposing the site of an encampment of 30,000 men to have been where 500 could not be drilled!—the existence of a market town, the Forum Claudii, on the Great Saint Bernard!!—and such a view of the plains of Italy, that Hannibal pointed them out to his soldiers, and shewed them “through clouds immediately under their feet, the very position of Rome itself, at the distance of 400 miles, in some bright ray issuing from a distant cloud”!!! It was fortunate that General Melville’s papers were not mixed up with the follies and pedantries of Mr. Whitaker’s book. These papers afterwards fell into the hands of M. J. A. Deluc, of Geneva, whilst he resided in England; and struck with the remarkable clearness of the general’s views, M. Deluc has given to the world a “*Histoire du Passage des Alps par Annibal*” (Geneva and Paris, 1825; 2d edition), which appears to have set the question at rest, at least of the passage of the great chain by the Little Saint Bernard, and generally of the entrance to the Alps by the Mont du Chat.*

Since M. Deluc’s work appeared, two English gentlemen, Messrs. Wickham and Cramer, have traversed the Alps by every route which has been conjectured to be that of Hannibal, and their “*Dissertation on the Passage of Hannibal over the Alps*” (London, 1828), is so conclusive, that the author, who has three times visited the Little Saint Bernard, cannot conceive how any one acquainted with the Alps, and especially with that Pass, can withhold his conviction that this was the route by which the Carthaginian army entered Italy.

* The author visited the Mont du Chat in 1829, and he concurs entirely upon this part of the subject with M. Deluc, and Messrs. Wickham and Cramer. The situation of the precipices, and the appearance of the pass, agree in a remarkable manner with the account of Polybius.

THE END.

ROUTE
FROM
LYONS TO TURIN,
BY
THE PASS OF THE MONT CENIS.

THE route by the Mont Cenis might be considered as properly commencing at the conjunction of the rivers Arc and Isere ; but, as the range of mountains, which extends south of the Jura, from the Rhone to the Isere, presents a formidable barrier between France and Savoy, which formerly rendered access to Chamberry, from Lyons, very difficult, the author has chosen to commence his illustrations of the Pass of the Cenis at Lyons, and complete them at Turin.

Lyons is seated between the Rhone and the Saone, and near the confluence of these rivers, and, probably, owes to its situation its commercial celebrity ; it lies in the direct route to the Cenis from Paris*, and its environs exhibit some of the most beautiful scenery in France. From the church of St. Mary Fourvrieres, which overlooks the city, the vast plains watered by the Rhone and the Ain are seen extending to the Jura, and to the snowy ranges of the Savoy mountains ; and, in clear weather, even beyond and above these, Mont Blanc can be seen, appearing to be rather an object of the sky than of the earth, hovering like a mighty spirit †.

* The traveller who wishes to go by the most interesting route to Lyons is recommended to go from Paris by Dijon, the Côte d'Or, Chalons sur Saone, and thence to Lyons by the Coche d'Eau.

† The view from the right bank of the Saone, near to where this river merges its waters, and loses its name in the Rhone, is one of the most picturesque of Lyons. Plate the first.

The road from Lyons towards Chamberry, through Bourgoïn, as far as Tour du Pin, is dull and uninteresting; but, soon after leaving this little town, the traveller arrives at the mountains by which he enters Savoy; these, until the opening of the road by the *route of the Grotto*, near les Echelles, presented an almost insurmountable barrier against any carriage. So great were the difficulties, that we find, from the records of early travellers, that they arrived at Chamberry, on their way to the Cenis, by a considerable *detour*, either by Geneva, or by Grenoble. But there were three paths practicable for mules across these mountains to Chamberry besides that which is now the great road to the Cenis*. The first from Pont-Beauvoison, by Aiguebelletté; the second by St. Genix and Novalesé; these were over the mountain de l'Épine, and were the most direct, but they were extremely difficult. The third, which crossed the Mont du Chat, at the northern extremity of the range, from Yenne to Bourget, appears to have been a road known to the Romans, from the remains of a temple, inscriptions, &c., which have been found on this passage of the mountain †.

Before the traveller enters the defile which closes upon the last view of France, he should turn to enjoy the beautiful scene which he is about to leave. From the plain the road ascends the mountain side, and then abruptly enters a ravine, at a considerable height above a stream, which foams in its narrow and often concealed bed beneath him ‡.

* The author of the present work has adverted to these roads to show the difficulty which formerly existed in travelling from Lyons to Chamberry, before the great road was made, by which carriages now proceed to these Alps, and traverse them, with equal facility.

† It has been satisfactorily shown in the "Dissertation on the passage of Hannibal across the Alps, by a Member of the University of Oxford," adverted to in the Illustrations of the Pass of the Little Saint Bernard, that this passage was the route of Hannibal, and the Mont du Chat, the first Alps at which he arrived, the spot on which he encountered the Allobroges.

‡ J. J. Rousseau has recorded, among his follies, that it was here, on his way to revisit Madame des Warrens, at les Charmettes, he enjoyed the pleasure of rolling stones from the road into the roaring torrent below, and observing them bound from ledge to ledge before they reached their goal in the depth and distance.

At Pont Beauvoisin, on the *Guiers vij*, a river which is the boundary line between France and Sardinia, the *douaniers* of the respective governments are stationed. After crossing the bridge the road ascends the right bank of the river as far as les Echelles*. This little town owes its name to the mode of passing a cavern in its vicinity, through which formerly lay the only path to Chamberry. Those who travelled by the old road, ascended ladders placed on the face of the rock, to the height of one hundred feet; they then entered a cavern, and after climbing more than eighty feet through it, regained the day, in a deep cleft of the mountain; and a path, of which some vestiges remain, like a Roman pavement, enabled the traveller, with comparative ease, and freedom from danger, to attain the summit of this extraordinary passage. This was an undertaking always dangerous to the unskilful, and often impracticable, for the cavern was the *embouchure* of the waters from the ravine above; and, as the snow and torrents often interrupted the passage, it was only in the most favourable seasons that the undertaking could be accomplished. When the policy of a more intimate intercourse with France suggested itself to the enterprising mind of Charles Emmanuel, second Duke of Savoy, he determined to make a road here practicable for carriages; and the most celebrated act of his reign was the accomplishment of this great undertaking, which was called the *route of the Grotto*. By lowering the cleft in the mountain, and terracing a descent to les Echelles, he made a road which was long considered one of the most extraordinary productions of human effort. A monument in the road contains a tablet, and the remains of an inscription, written by Emmanuel Tesoro, though usually attributed to the Abbé St. Réal, commemorative of the construction of this route. It betrays numerous marks of musket balls received in a severe

* An excursion from les Eschelles to the Grand Chartreuse can be accomplished easily in a few hours.

contest upon this spot, between some French republicans and Savoyards, in the early part of the French revolution; but a paper, sold by an old soldier, a *cantonnier* *, who keeps a hovel, and sells *eau-de-vie*, at the end of the new gallery, furnishes not only all of the inscription, which the balls of the revolutionists have made deficient, but a bombastic translation, in French, for the edification and amusement of travellers †:—

CAROLVS · EMMANVEL · II
 SABAVDIE · DVX · PEDEMONTIS · PRINCEPS · CYPRI · REX
 PVBLICA · FELICITATE · PARTA · SINGVLORVM · COMMODIS · INTENTVS
 BREVIOREM · SECVRIOREMQVE · VIAM · REGIAM
 A · NATVRA · OCCLVSAM · ROMANIS · INTENTATAM · CÆTERIS · DESPERATAM
 DEIECTIS · SCOPVLORVM · REPAGVLIS · ÆQVATA · MONTIVM · INIQVITATE
 QVÆ · CERVICIBVS · IMMINEBANT · PEDIBVS · PRÆCIPITIA · SVBSTERNENS
 ÆTERNIS · POPVLORVM · COMMERCIIIS · PATEFECIT
 ANNO · MDCLXX

The work thus recorded was certainly one of great difficulty, and much was accomplished in forming, in such a situation, even a narrow, steep, and difficult road; it served its purpose, however, above one hundred and fifty years. In 1803 this road was condemned by the French engineers; and Napoleon has, by one of the most extraordinary of his great works, superseded the old road, and left it, with its monumental record, and the old cavern of les Echelles, to be visited only as curiosities. The present road avoids, altogether, the direction of the old one: it sweeps round the little valley above the village of les Echelles, rises by a gradual ascent, and, when on a level with the road formerly attained by the route of the Grotto, enters, at once, the perpendicular face of the rock, by a magnificent gallery twenty-five feet high, and proceeds a thousand feet ‡ through the rock,

* A person stationed to keep the roads in order.

† L'an mil six cent soixante-dix, après avoir rendu heureux ses peuples, voulant encore étendre ses bienfaits, CHARLES EMMANUEL II., Duc de Savoie, Prince de Piémont, Roi de Chypre, força les rochers à s'ouvrir, soumit au niveau les montagnes . . . fit rouler sous les pieds leurs cimes menaçantes; et, supérieur aux Romains, qui n'essayèrent pas une si glorieuse entreprise, supérieur à tant d'autres qui ne purent qu'en désespérer en la tentant, vainqueur enfin de la nature, il ouvrit cette voie triomphante, qui, pour toujours, assure aux peuples divers les moyens de s'unir entre eux.

‡ 307 metres; a metre is about 1-13th more than an English yard.

over a road twenty-five feet wide. The approach to the gallery presents an extraordinary appearance ; the valley of les Echelles is so bounded by mountains that in the direction of the road no means of exit are apparent. On the face of the vast rocks which rise abruptly from the valley, a speck appears to terminate the line of the road. This speck is, in reality, the entrance to the famous work of Napoleon, (the great gallery of les Echelles) ; but it is scarcely credible that its opening should appear, as it does, so small by contrast with the magnitude of surrounding objects.

The scene at the end of the gallery, looking towards France, must be very striking to a traveller from Savoy. Some time before arriving at this spot from Chamberry, he passes through a narrow and mountainous glen, the rocks close upon him, and he enters the gallery, which terminates in a beautiful view of the plain, the village, and the valley of les Echelles ; beyond which may be seen the mountains of the Grand Chartreuse. The present gallery was begun in 1803, and was opened to travellers in 1817 : many interruptions occurred from its commencement ; it was, at different times, suspended and renewed by the French, but the Sardinian government had the honour of completing it. From the gallery of les Echelles the road to Chamberry lies through a sterile and uninteresting country. At Chamberry, however, it opens and improves ; the soil is well cultivated, and the immediate neighbourhood is not devoid of interest. The objects most worthy of attention near Chamberry are Aix, Bourget, the Aymes of Myans, and les Charmettes.

After leaving Chamberry the mountains are seen which divide Savoy from the department of the *Hautes Alpes* : these add to the picturesque, and relieve, occasionally, the tedium of travelling through the avenues of tall poplars, which extend nearly to the Isere. The road passes beneath the old fort of Montmelian, and the traveller shortly arrives at the town ; the Isere is then crossed, and the route continues to ascend on the left bank of the river, whence the scene, looking back from

near the village of la Planèse upon the town and fort of Montmelian, and the valley of Isere, is very beautiful*.

The road soon after ceases to interest the traveller, who is not relieved from its dulness until he arrive near the neat little town of Aiguebelle, at the entrance of the valley of the Arc, about five miles above the confluence of this river with the Isere. Though the town is in the foreground, its appearance is insignificant, seen as it is below the vast mountain masses which bound the valley; of these the lower are richly wooded with chesnut and walnut trees; those above them are covered with dark pines, and the whole surmounted by the snowy summits of the lofty mountains of the Maurienne.

The traveller now ascends the deep and narrow valley of the Arc, over a good road on the banks of the river, which struggles through its deep and rocky bed. The few patches of land which the steep sides of the valley offer to the peasant, are carefully cultivated, but the produce is small. Soon after passing the dirty village of la Chambre, the traveller arrives at St. Jean de Maurienne, the chief place of the valley. There is little to interest him here; the time has happily passed when feudal tyrants could make matter for history and execration, and the political events of the Maurienne are almost forgotten with its *comtes*. The doctrines of Calvin excited some troubles at St. Jean, but these have passed away; and the bears and the avalanches are now the only disturbers of the tranquillity of these valleys. From St. Jean, several cols, on the southern side, lead by mountain paths into Dauphiny.

Before arriving at the town of St. Michel, which is about half way between Lyons and Turin, the valley narrows to a defile; but it opens again into a little plain, in which the town is situated. Travellers usually pass through the suburbs only, but it is worth the trouble of ascending through the narrow streets of the town, to attain the site of an old tower, and look over the little plain and course of the Arc below †.

* Second Plate.

† End Vignette.

The route varies little in character as it advances to Modane; but beyond this town it rises high above the bed of the Arc, skirts the mountain of Bramante, and continues beneath a dense forest of pines, at a great elevation above the river, which divides the road from the Fort of Lesseillon. There is a savage character in this scene. It is barren, deep, and extensive on the one side, and there is a dark forest on the other; the road is terraced over a gulph of frightful depth; and on the opposite brink, overhanging the ravine, the fort rises in a formidable succession of ramparts, which command the passage*. Some defensive works are also constructed on the road side, and a little beyond the fort communicates with the high road by a bridge thrown across the gulph at an alarming height above the torrent.

The country beyond Bramante, as the traveller approaches the Cenis, becomes more sterile. The stunted corn scarcely repays the labour of its cultivation. At Termignon, the straight valley, through which the river Aysse descends from its source in the Vanoise, is abruptly left, and the road continues, by a zig zag ascent on the right of the Arc, through a glen which extends from Termignon to Lanslebourg, where the traveller soon arrives; and, after passing through its dirty, narrow streets, reaches an excellent inn (the Hotel Royal), at the foot of the passage of the mountain.

The inhabitants of Lanslebourg, from time immemorial, were innkeepers, muleteers, and porters; whose entire occupation it was to convey passengers and merchandize across the Mont Cenis. These were regulated by a syndic appointed by the government, but their occupation is now gone; the fine new road renders their services unnecessary, and a few years will either find them fresh employment, or proportion their numbers to the demand for their services. They are at present occasionally employed as cantonniers, to assist those who are regularly

* Third plate.

appointed by the government of Sardinia to keep the road in order. Near the hotel a barrack has been built, which is capable of accommodating three thousand men : this, together with the appointments on the plain of the Cenis, gives quite a military character to the pass. A bridge, close to the caserne, is thrown over the Arc ; the road beyond it winds up by a succession of finely-constructed ramparts, and the traveller ascends with ease at a rapid pace, over a road which, from Lanslebourg to the highest point, rises at the rate of only one foot in fifteen.

The traveller soon reaches *la Ramasse*. The custom of descending *en traineau*, from this place, is still practised in the winter ; but the velocity of the descent over the new road is considerably less than it was over the old ; and the danger which formerly tempted travellers to this fearful amusement is almost entirely removed. The Englishman, of whom it is recorded that he staid eight days at Lanslebourg for the purpose of risking his neck three times a day, would now lose half the desire to descend *en ramasser*.

Not far from *la Ramasse* is the highest point of the passage, which is 2,100 metres, about 6,780 English feet above the level of the sea : the road from this elevation descends to the plain of the Cenis. On approaching it, the lake and the plain, seen in its extent almost to the Grand Croix, and bounded by lofty mountains, on which the snow eternally rests, present a striking scene*. Numerous buildings on the plain suggest the idea of a larger community than is to be found there ; but it is probable that the time is not distant when the inhabitants on the Cenis will become as numerous as those of Lanslebourg, since people are encouraged to reside on the mountain by exemption from taxes. Among the buildings are the post-house, the inn, the hospice, the barracks, and station of carabineers, for the examination of passports ; and along the road from Lanslebourg to Susa are numerous houses of refuge for the shelter of those

* Title Vignette.

who have the misfortune to traverse the mountains in bad weather. Posts are erected along the road; and a piece of wood, fastened upon each, so as to form a *cross*, at once assists the direction of the traveller, and preserves these posts, by the restraints of religion, from being used for fire-wood, where the temptation to destroy them for this purpose is very great.

The lake is celebrated for the delicious trout which it yields, and not only with these are the establishments on the Cenis abundantly provided, but with excellent wines, bread, and meat; and the intercourse with the plains of Piedmont is so constant, that fruits, fresh and delicious, are found at the inn; game, too, in season, is rarely wanting at the traveller's repast on the Cenis, particularly in August, when great quantities of grouse are taken on the surrounding mountains. During the winter the lake is frozen above six months; at which time the peasants drive their herds across it. The only precaution used at the commencement of the season, is to trace if the fox has yet traversed the frozen surface.

Beyond the Grand Croix, the road winds down in terraces to the plain of St. Nicolas. Formerly the road, after crossing a torrent, skirted the mountains on the southern side of the plain, and passed through a gallery cut in the rock: there was also a covered way, strongly built to guard the traveller against the avalanches which fall from the mountain on this side, and which, from their force and frequency, have actually worn the side of the mountain smooth; but against these the power of man could place no restraint. The avalanches descended and crushed the covered way; dreadful accidents occurred, and it was at length determined to form the present line of road, and to destroy the bridge across the torrent which led to the gallery, lest future travellers should be tempted by the shorter route to expose themselves to danger. In the middle of the little plain of St. Nicolas is the barrier of Piedmont, where a custom-house is established*.

* Plate fourth.

Soon after entering Piemont the road winds round the side of the mountain which overhangs the deep valley of Novalesse, and near a turn, which leads to the hamlet of Bart, the traveller looks down upon the miserable village of La Ferriere. The old route must have been a fearful one, to judge from the ruggedness and extreme declivity of the path. The new road is well constructed, and descends gradually, following the sinuosities on the side of the mountain.

From La Molaret the extent of the scene in the valley beneath is very striking, but not picturesque; the line of the old road may be traced from La Ferriere to Susa, and on the opposite side of the valley the enormous mountain of Roche-Melon shuts out the view of the plains of Italy from the traveller*. Soon, however, after leaving Molaret, when near St. Martin's, the valley of the Doire opens, and the scene terminates in the plains beyond Turin.

From St. Martin's the route winds along the borders of a precipice, with a descent so gentle, and over a road so admirably constructed, and defended by parapets, that the traveller proceeds without any idea of danger. A part of the road above Venaus, a village in the valley of Novalesse, is exposed to avalanches; but so much regard has been paid to security against this danger, that accidents can scarcely happen, unless the traveller exposes himself to them incautiously.

Before arriving at Susa, even in the Combe of Giaglione, the traveller is sensible of his approach to Italy. The valley of the Doire and the plains of Piemont lie before him, and the fore-

* The vast mountain called the Roche-Melon bounds the eastern side of the valley of Novalesse, rises 9,500 feet above Susa, and formerly had on its summit the little chapel of *Notre Dame des Neiges*, which contained an image of the Virgin held in great veneration, to which a pilgrimage was annually made in the month of August, from Susa and its environs; but the path which led to this chapel was so dangerous, that fatal accidents frequently happened there, and the lives of many were sacrificed to their devotion, for unable to breathe in an air so rare, they fell over such dreadful precipices, that, to use the language of the Rector of Mont Cenis to Saussure—"Que ceux qui tomboient là étoient tellement brisés, que l'oreille étoit la plus grande piece de leurs corps qui demeurât dans son entier!" But these dangerous pilgrimages are now discontinued, and the revered image, the object of this devotion, in *high places*, has been transferred to Susa.

ground of this beautiful scene, is rich with chesnuts, walnuts, vines, and the productions of a fruitful soil.

On entering *La Chiava d'Italia*, as Susa has been called, the ruins of the Fort of La Brunette are passed: in its days of power it was so cautiously watched, that a stranger observed to stop, and look at it for a moment, was ordered to pass on. It was considered one of the strongest fortresses in Europe, and guarded both the roads to the Cenis and the Genève. The early importance of Susa is attested by many Roman remains: among these is the celebrated arch raised by Cottius in honour of Augustus; beneath which the route lay through the valley of Oulx to the Mont Genève.

After leaving Susa, the road crosses the Cenisella, a stream which descends from the Cenis and flows into the Doire. At Busolino this river is passed; thence it flows on the left of the road until it reaches the Po below Turin.

Among the feudal remains which the traveller passes in the valley of the Doire, below Susa, are those of the picturesque chateau of St. Jorio; but the most extraordinary ruins are those of the monastery of St. Michel*, on the Monte Pirchiriano, above St. Ambrogio. The founder was Hugues de Découstu, who went to Rome and obtained absolution, for some crime which he had committed, from the Pope. Hugues, in his gratitude, promised to build a church on his return, which he did on the Monte Pirchiriano, and consecrated it to St. Michel. Privileges were granted to the new establishment by Pope Silvester, and it soon became, under the rules of St. Benoît, so celebrated for its splendour and power, that its abbots boasted of having founded and restored one hundred and forty churches and rich abbeys in France and Italy†.

* Fifth plate.

† Saussure and Millin both describe their visits to the ruins of the monastery, and the latter gives an interesting sketch of its history, but without mentioning the period of its foundation. The difficulty of erecting such an edifice on the mountain must have been very great, as it requires an hour and half to attain its site. When attained, the mass of ruins appears enormous: a part of these is entered by a large flight of steps. There are many ancient tombs of the

On one of its towers there was, until lately, a telegraph belonging to a series which communicated between Paris and Milan.

The road from St. Ambrogio passes through Avigliana and Rivoli, where there is a chateau belonging to the court of Sardinia. From Rivoli a fine avenue, nearly two leagues in length, extends to Turin.

A description of Turin can be found in almost every topographical work on Italy; it is precluded from these Illustrations, by the limits of the text. The author, however, cannot pass unnoticed the view of the city from the hill of the Superga. The church on its summit is distant from Turin about five miles, and the ascent to it is so very steep that it employs above two hours to arrive there*; but the scene from the summit richly repays the trouble of reaching it, and exceeds any of a similar character that the author has ever enjoyed. Thence are seen Turin, in the plain beneath, the Po winding by the city, and collecting the tributary streams that enrich the fertile country through which they flow, the avenue to Rivoli, and the valley of the Doire, leading to the Mont Cenis, the lower ranges of the mountains, studded with

monks; some of them are open, and the bodies can be seen in a dry state, like the mummies of the Guanches; they are spoken of as having been objects of curiosity and reverence for many ages. Some Gothic epitaphs remain; one of these marks the tomb of Rodolphe of Montebello, who died in 1359, and another of Sebastian Serrai, a cardinal, who was abbot of this monastery in 1577: there is also an ancient tomb without an inscription, said to be that of Comte Thomas, a bastard of the house of Savoy, who lived in 1233, and who is recorded as a great benefactor to this abbey.

The view from the monastery is described, by those who have visited it, as magnificent, extending, from the vast ramparts of the Cenis, through the lower valley of the Doire, which winds beneath the monastery, and enriches a scene that extends to Turin, the Monte Superga, and the extensive plains which, beyond these, melt into the horizon.

* It is generally known that the church was built by Victor Amadeus, in consequence of a vow which he made to raise such an edifice, if heaven assisted him to relieve the city of Turin, which in 1706 was besieged by the French. Turin was delivered, but this votive building was not begun until 1715; it was completed in 1731. It is a splendid object to all the surrounding country. Its internal splendour, however, has been much overrated: it exhibits a mixture of magnificence and meanness, and much of what appears to be marble is an imitation, in painted wood and plaster, and even some of the tombs of the sovereigns of Sardinia, for this is their cemetery, share in this pretence.

towns and villages, and the vast range of the Alps, extending from the Viso to the Monte Rosa: these present a magnificent *coup d'œil*. The view* in this work is taken from a vineyard, on the descent from the church, and the scene is limited, in the horizon, to the range of the Cottian Alps, from the beautiful peak of the Monte Viso to the Mont Cenis.

There is much obscurity in the early history of the pass of the Mont Cenis. Though it has been for many ages the most frequented passage of the Alps between France and Italy †, there is no certain evidence that it was known to the ancient Romans. That Marius, or Cæsar, or Pompey ‡, or Augustus traversed the Alps by the Cenis, or made a road across it, is by no means clear. The commentators upon the early writers appear to have confounded this passage with that of the Mont Genève, as both of them meet at Susa. Neither in the Antonine Itinerary nor the Theodosian Tables is mention made of the Cenis; neither is there any station on the mountain nor in the vale of the Arc noticed§. Those writers who

* Plate sixth.

† The Italians, from this circumstance, have given it the name of the *Strada Romana*.

‡ The fragment preserved by Sallust of a letter from Pompey to the senate, which is supposed to refer to a road which Pompey made across the Cenis, can, in the judgment of those acquainted with the passes of the Alps, refer only to the Mont Genève; and Ammianus Marcellinus, who is referred to by Gibbon, as if to support his opinion of Constantine's passage by the Cenis, describes most distinctly the passage by the Mont Genève. Gibbon says that "Constantine preferred the road of the Cottian Alps, or, as it is now called, of Mont Cenis, and led his troops with such active diligence that he descended into the plains of Piedmont, before the Court of Maxentius had any certain intelligence of his departure from the banks of the Rhine;" but he is neither borne out by Eusebius nor Zosimus in this statement. The latter merely says, that "Constantine having collected an army from the barbarians whom he had subdued, from the Germans and other Celtic nations, and also from levies in Britain, which altogether amounted to 90,000 infantry and 8,000 horse, descended from the Alps into Italy."

§ Simler, in *de Alpibus Commentarius*, says, "Nor yet do we think that this mountain alone is the Cottian Alps, but others also by which the passage lies into Gaul, between the Maritime and Grian Alps, for, from Susa through Novelesia and Ferrara, one ascends Mont Dionysius, whose summit is called La Posta; thence one descends into the valley Morienna to Luneburg, where one perceives a statue of Dionysius placed on a column in the forum, which is a subject of worship to the Gauls, and from which the mountain is supposed to derive its name. Some call this mountain Cinisium, others Cinerum. Through this pass some write that Charlemagne, King of France, led an army against Desiderium, King of the Lombards."

have reported that the passage by the Cenis was the route of a Roman army, or general, have usually given descriptions, which can only apply to the pass of the Genève, and sometimes even state that its route lay under the arch of Cottius. This arch is placed at the entrance of the valley of the Doria Susana, which leads from Susa to the Mont Genève, and not to the passage of the Mont Cenis. The inscription upon the arch of Susa, though it mentions the people around and beyond the Mont Genève, even to the Caturiges, who were subject to Cottius, takes no notice of any on the Cenis, nor of the Garoceli, who were known to inhabit the Upper Maurienne*.

It appears to be the fact that the historians of Charlemagne are the first who name the Cenis, and they relate that Pepin crossed this mountain to attack Astolphus, King of the Lombards, and assist Pope Stephen III. Charlemagne often crossed the Cenis during his wars with the Lombards; and his son, Louis le Debonnaire, is reported to have been the founder of the hospital on the plain of the Cenis. Charles the Bald, the son of Louis, after crossing that mountain, died, according to the annals of St. Bertin, at a miserable village, Brios, near Bramante. His death was imputed to poison administered to him by his Jew physician.

From this period the pass of the Cenis appears to have be-

* Why the pass of the Cenis was not so early known as that of the Genève and some others, may be thus explained. In seeking a passage across the Alps, the general and most obvious course seems to have been, to ascend the valleys and courses of rivers on one side, and descend by the nearest valley on the other. The Cenis on the side of Lanslebourg offers no valley to explore, for the course of the river Arc, is from the Mont Iseran, where it rises, and at the foot of the Mont Cenis, in the valley of the Arc, there is nothing to indicate a passage by this mountain. There is no doubt that the pass of the little Mont Cenis, from Bramante to Exilles, and that of the Col de la Rue, from Modane to Bardonneche and Oulx, were known very long before the present pass of the Cenis; but both these passes have valleys descending to the Arc, which would tempt the traveller to explore them. The latter, *Mons Rudus*, seems to have been one of the routes adopted by Julius Cæsar when he crossed the Alps to suppress the inroad of the Helvetii, and troops often crossed by these passes during the wars of France and Savoy. It may be said that the ascent to the Mont Cenis might have been made by the course of the river Cenisella, which offers on the Italian side the usual appearance of a passage. It must be considered that the Alps were not explored by the Italians, but by their invaders, the Gauls, who poured their hordes into the fertile country of Italy, to luxuriate in a soil which claimed from them less labour as a recompence for its enjoyment.

come the usual route for travellers from France into Italy, and frequent mention is made of it in the military annals of Piemont. Many writers of the sixteenth and seventeenth centuries relate their adventures on crossing these Alps; among them Condé, Cardinal Bentivoglio, and other distinguished travellers, have recorded their admiration of the grandeur of the scenes, or the dangers and pleasures of their journey across these mountains*.

But it remained for Napoleon Buonaparte to make this pass available to travellers at all seasons of the year, and associate his name with its history as long as human record can last. In 1802 the first consul decided upon opening a communication by a grand route between the Maurienne and Piemont, and, after a careful survey by M. Dausse, chief engineer, of the different cols which led from one of these countries to the other, that of the grand Mont Cenis was chosen.

In 1803 the works of the new road were begun, and so far completed in 1810 that, during that year, 2,911 carriages, 14,037 carts and waggons, and 37,255 horses and mules traversed the mountain.

Not more than five months of effective labour could be accomplished in a year. Generally the works began about the middle of May and ended in the beginning of October†. The

* Grosley, in speaking of the guides of Lanslebourg, says, that in bearing the *chaise à porteur*, the old mode of travelling across the Cenis, "they relieve each other with great facility, and converse gaily with their charges, of the princes, cardinals, and generals whom they have borne across the mountains, and on the generosity of their highnesses: one said his father had assisted to carry the Duke de Vendome, who was *le plus drôle de corps du monde*. To an enquiry, if a certain captain of Algerines, called Hannibal, had not passed that way with a great army, about two thousand years ago, one replied that they had heard speak of that man, and that the people of the Little St. Bernard said that it was by their country that he had passed, but that the Maréchal de Villars and the Cardinal de Polignac had assured the people of Lanslebourg that he went by the Cenis.

† The scenes in summer, during the progress of the works, must have been very animated: from the Tavernettes to the plain of St. Nicolas sometimes more than two thousand workmen were employed; most of them *barracked* on the banks of the lake, 1940 metres above the level of the sea. At sun set a last salute announced the close of the labours of the day; and, during half an hour, the reports of blasting the rocks reverberated in the mountains; a little after, the camp was illuminated by the fires of the workmen preparing their evening repast.

expense of these astonishing works has been estimated at 7,460,000 francs, nearly 300,000*l.* sterling.

The establishment of twenty-five houses of refuge along the line of road, renders the passage of the Cenis, even in winter, perfectly safe. These houses are placed on the spots the most dangerous, and become asylums against the tempests that sometimes rage in the Alps.

From Lanslebourg to Susa, about nine posts and a half, this magnificent road is every where thirty feet wide, and so easy of ascent, on either side of the mountain, that, from Susa to the plain of the Cenis, the journey can be accomplished in four hours in a carriage; and from Lanslebourg to the Tavernettes in little more than half the time.

By a decree of the 20th January, 1811, the French government established a tax on the route of the Mont Cenis as a fund for the payment of the cantonniers, which produced, from the 1st of March, 1811, to the 1st of March, 1813, 328,174 francs, 13,127*l.* The King of Sardinia continues this tax.

It was, at one time, contemplated by Napoleon to erect a monument on the Cenis to commemorate the conquest of Europe by the French, and twenty-five millions of francs, one million sterling, were destined to its expense. M. Derrien, who was engineer in chief, charged with the works of the Mont Cenis sometime before their completion, had many questions submitted to him, by the French Institute, upon the practicability of erecting a permanent trophy on the plain of the Cenis. Too many difficulties, however, presented themselves, and the plan was abandoned. No one will feel that its accomplishment was necessary to the memory or the honour of Napoleon, whilst this stupendous work—his conquest of the Alps—is seen in the magnificent route of the Cenis.

